

CONGRESS HAS FOUR ATTACKS UPON H. C. OF L.

(Continued from Page 1-A)

protesters, will be no safe place for the food hoarder, the market manipulator and the profiteer," declared United States District Attorney Charles F. Cline today as he plunged into the work of clearing the decks for the government's battle against the high cost of living which, it is believed, will be staged in the federal courts here, with Judge K. M. Landis presiding.

"Prison for profiteers—and fine," said Cline, growing enthusiastic as he outlined his plan for a vigorous campaign. He will ask for an order convening a special grand jury September 10.

"We already have a mass of evidence against persons accused of hoarding in violation of the food control act. No time will be lost in bringing these men to the bar of justice."

"No quarter will be shown to those who have taken advantage of conditions brought about by the world war to boost prices."

"The government is going into this matter with all its force. It is going to prosecute each case to the limit with a view of sending every individual and every clique of men-labeled together to pay upon the public to the penitentiary."

Cline said he would resist in every way possible efforts to release those found guilty with fines. He called upon citizens to bring to his office reports of profiteering and hoarding.

FARMERS FINED FOR GIVING SHORT WEIGHT.

PITTSBURGH, Aug. 9.—Charged with selling short measure and not properly marking containers, thirty-two farmers were arrested here today by city ordinance officers and representatives of the city's weight and measure division. The farmers were arraigned in central police court and given fines ranging from \$7 to \$40 each.

The arrests today were a part of the city's campaign against farmers who profiteer in the sale of food-stuffs by giving short measure.

BOSTON, Aug. 9.—Cost of living

Dairy Interests Under Probe in Food Cost Fight

SAN FRANCISCO, Aug. 9.—A purchase of a small bottle of cream put up by the San Francisco Dairy Company at a grocery here for 8 cents and a duplicate bottle bearing the cap of the Dairy Products Company, purchased across the street, for which 12 cents was demanded, is the clew which started an investigation by the intelligence division of the Department of Justice into alleged profiteering by the dairy interests in California.

That two companies both, so far as can be learned, having comparatively equal overhead and distribution costs, could differ 33 1/3 per cent on the retail selling price of this cream is the specific alleged violation of the food control act now under investigation.

U. S. Attorney Annette A. Adams stated today that the federal "case" would undoubtedly "cross the rails" of various state agricultural organizations, but refused to comment on the possibility of an investigation leading into that of which State Market Director Harris Wolcott is the leading spirit.

The American wage earners were 71 per cent higher in July, 1919, than at the outbreak of the world war in July, 1914, according to a preliminary statement issued today by the national industrial conference board. The increase in the average cost of each of the principal items entering into the family budget was:

All items, 70.8 per cent.
Food, 35 per cent.
Shelter, 25 per cent.
Clothing, 100 per cent.
Fuel, heat and light, 57 per cent.
Sundries, 63 per cent.

Cities to Buy Carloads of Food

WASHINGTON, Aug. 9.—New York's entire quota of surplus army food, about 200 carloads, probably will be bought by cities throughout the country, it was announced today, following a conference between war department officials and Dr. Eugene H. Porter, New York state commissioner of food and markets, and his assistant, Frederick B. Foster.

If, as expected, towns throughout the state buy up the New York allotment of food, there will be no sales by parcel post in the state.

WORLD LEAGUE HOPE OF CHINA SAYS ORIENTAL

By FLOYD MACGRIFF,
Universal News Service Staff
Correspondent.

LONDON. (By mail).—"Give China a chance. Eliminate foreign domination and concessions. Grant Chinese loans of capital so she may develop her resources herself and send us experts who will advise Chinese officials in important reconstruction measures."

That, in brief, is the plea of Chen-tung T. Wang, Yale graduate and former Minister of Commerce and Agriculture in the Chinese government. He was one of the Chinese peace delegates and is regarded as one of the progressive and younger generation of Chinese statesmen.

Mr. Wang puts his whole faith in the possibility of a revitalized China through the League of Nations, which, he believes, should end the regime of making China a stamping ground for imperialistic adventures.

"The great war is now over and everybody is talking about the new world order," said Wang. "Is China to be given a chance to create and to maintain a new order? Recent events at Paris have greatly disappointed my colleagues and me, who represented China at the Peace Conference. But nevertheless, I refuse to give up my faith in the League of Nations for one thing, because the League is really the crystallization of Chinese hopes."

He worked out three thousand years ago.

"The world will give us a chance. It will find that we Chinese know our own mind. Whatever the cost, and the progressive elements in our country are united in their desire for the preservation of Chinese independence and the republican form of government. In face of tremendous difficulties we are doing all we possibly can to improve and extend education, sanitation and communications, to revive and codify our laws and to reorganize our institutions so that, while retaining the essential Chinese characteristics, they will conform, as far as possible, to the modern world."

"Our ideals and aims should appeal to every progressive person, and should guarantee to us that sympathy and help without which, as nations, we cannot survive. We must go on for us to establish a new world order in China. The 'spheres of influence' which menace our sovereignty and which prevent our economic and industrial expansion, must go. So must consular jurisdiction, which offends Chinese national respect and often causes miscarriage of justice."

Prices at New York Obstinate

NEW YORK, Aug. 9.—Retail prices here are unchanged in spite of the movement in Washington to lower the cost of living, according to retail grocers. Prices of some commodities will go higher next week unless the wholesalers quote better prices, they said.

Small meat dealers echo the contention that the grocers' prices cannot possibly lower. Prices for the consumer until a cut comes from above. Both meat and grocery retailers say prices, especially of poultry and prepared foods, have mounted higher during the last week in spite of the movement to lower prices.

Packer Probe to Center in Chicago

CHICAGO, Aug. 9.—Grand jury investigation of the packing industry probably will begin in Chicago, District Attorney C. F. Cline announced tonight.

"Chicago is the fountainhead of the industry," he said. "Records and witnesses will be available here. However, if it happens that material for an indictment is more accessible in any other city, the investigation will start there."

Oliver E. Packer, who prepared the indictments against the I. W. W. Victor Berger, the Standard Oil and four other big federal cases, will aid Cline in drafting the bills which the jury will be asked to vote against the packers. C. E. Morrison, who tried the packers in 1905, will assist Cline's staff. The time and venue will be decided on their arrival.

"Chicago will be no safe place for food hoarders," Cline said tonight. "We have a mass of evidence against persons who will be accused of violating the food control act. We are going to prosecute to the limit with a view of sending every individual and every clique of men-labeled together to the penitentiary. Prison is the only proper punishment."

"In addition to the evidence at hand we are investigating and will prosecute any or all who appear to be guilty."

Five Men Killed by Elevator Explosion

FORT COLBORNE, Ontario, Aug. 9.—Five men were killed and fourteen injured in an explosion which partially wrecked the government grain elevator here this afternoon. At least 15 others were said to be missing.

A grain barge lying alongside the elevator was practically wrecked. The explosion was caused by spontaneous combustion. The dead include two mill workers, the captain of the barge, his son and an unidentified man.

Seven candidates have been nominated to represent Elevator Workers' Union, Local 823, at the New Orleans International convention next month. He will go, instructed by popular ballot of the organization, to vote for amendments on the mother union's constitution; to aid increase of jurisdiction of labor over the railroads and to elect two new members of the General Executive Board who must be actually employed in railroad work before securing representation from the craft.

Five new candidates and ten transfers were recorded at the week-end. It was decided to elect delegates to the California State Federation of Labor's convention at Bakersfield in the near future. The local representatives will urge upon the convention measures for the decrease of costs; advocate permanent government control of the railroads and further the spread of knowledge of the "Plumb Plan" for public ownership.

A controversy is proceeding between Alameda county unions eligible to membership in the newly-constituted Bay District Metal Trades Council and San Francisco members according to instruction received from the Metal Trades Department, American Federation of Labor, and San Francisco. The Bay District Council is considered to change its name to the Bay District Metal Trades Council. It was decided to hold alternate meetings in Alameda county and San Francisco. According to official notice of the metal trades, that while the transfer organization has decided to change its name, according to instructions, it refuses to change its constitution to conform with the wishes of individual organizations of this county. Until this is done, say local members, no action will be taken here to join the new organization.

Structural Iron Workers Union, No. 117, has obtained for its members the right to ask for a \$9 a day wage. At present, the scale is \$8. The high cost of living is given as the reason for asking the new scale. According to Business Agent Tony Quintal few members of the union have day-in-day-out employment during the year, and he says their wages, taken in the aggregate, are not abnormal.

F. B. Perry, secretary and business agent of Union, No. 84, has been elected delegate to the annual convention of his international union at Buffalo, September 9. He will leave Oakland, Aug. 28. His vote will be given to progressive amendments to the international

Poland New Key to Future Peace of Europe Takes Place of Balkans as Storm Center



Poland's celebrated Battalion of Death, who have seen more fighting than their Russian sisters who originated the modern Amazonian custom. These women helped defeat the Ukrainian army in a terrific battle in Lemberg, in which they lost many of their number. They took part in actual fighting. Photo shows women's commanders with female soldiers behind them.

Cigar Makers Ask 50 Per Cent Raise

CHICAGO, Aug. 9.—Even the so-called tobacco may be denied the householders confronted by soaring prices. In Chicago tonight 4000 cigar makers were on strike, demanding a 50 per cent increase in wages. Leaders among them said the strike will become general, taking 95,000 rollers of Havana away from their benches.

Death came to Bert H. Elford Friday morning. Elford was a printer, with a wide acquaintance among laboring men. His organization was Printing Pressmen and Assistants' Union, No. 125 of Oakland and it was here that his work was best known. He was a chairman of many important committees in his craft. A wife and daughter survive. He was chairman of the arrangements committee, California Zone, Pacific Slope Conference, when it met here, becoming ill soon afterward.

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In the meantime there are 75 wars

Germany Already Planning to Take Revenge on New Nation in East.

PARIS, Aug. 9.—"On the future of Poland depends the stability of the entire peace of Versailles. Germany's future aggression can be expected in the east rather than the west."

This is the prediction freely made by experts of the peace council, especially since the receipt of news from the United States that despite Senate opposition the President is confident he can put through the triple alliance between England and France and the United States.

Polish statesmen, including President Jan Paderewski, made no secret of their fears for the future while mapping the demands to be made on Germany. Already the Germans are hoisting the destruction they will wreak on Poland before the end of another decade.

The little nation of the Poles is hard pressed from two sides. The Ukrainians are engaged with them in the east, as are also the Polish-vikis. On the west the Germans are utilizing every opportunity to engage in border skirmishes.

In the meantime there are 75 wars

U. S. Radio Veteran Killed on Crossing

VALLEJO, Aug. 9.—Carl Anderson, chief radio mechanic and prominent Elk, who recently returned from Siberia, where he installed wireless apparatus for the American Expeditionary Force, was instantly killed by a Southern Pacific train near Dunnigan. His daughter, a yeomanette at Mare Island, was seriously injured this evening.

Anderson, who is 46, resided with a second daughter, Mrs. Fred Lilman and a divorced wife, Mrs. Clara Anderson, of Crockett.

According to Miss Anderson, she was driving with her father from Vallejo to Willis early this evening. They attempted to cross the Southern Pacific tracks near Dunnigan when the Southern Pacific local, with its usual crossing warning, swung around the curve and struck the car.

of one kind and another progressing throughout Europe, and there is no indication that many of these will cease even with the ratification of the peace treaty.

PALESTINE AS JEWISH NATION IS ADVOCATED

By FLOYD MACGRIFF,
Universal News Service Staff
Correspondent.

LONDON, Aug. 9.—Louis D. Brandeis, of the United States Supreme Court, who has just returned from a seventeen-day tour in Palestine, declared today that he is heartily in favor of making that country the national home land of the Jews.

"I understand now why the Jews love this land," said Brandeis. "I understand why they want it, why all the world wants it. It is because it is well worth having. That is the thought that struck me standing below Mount Olive overlooking Palestine, and I know it is true."

Brandeis was accompanied by Jacob Deffas, executive secretary of the Zionist movement in America. They visited twenty-three Jewish colonies and the cities of Jerusalem, Jaffa, Hebron, Safed and Riberius.

It is regarded here as certain that the British government will adhere to Foreign Secretary Balfour's pronouncement guaranteeing the establishment of a Jewish home land, the details of which are being worked out.

Brandeis and Deffas brought back an enthusiastic account of the possibilities in one great Jewish settlement in the Holy Land. Even at a conservative estimate they believe the population would be 5,000,000. They found the population literally thirsting for an opportunity to get American help and direction. They are eager and willing to be shown how to develop their country on modern lines.

Prince of Wales Can Now Practice Law in England

LONDON, August 9.—The Prince of Wales, who is soon to visit the United States, is now a full-fledged barrister. He is entitled to practice in any court of England.

It required the properly constituted officials exactly 10 minutes to convert the prince into a barrister.

There was considerable laughter when, in answering questions, the prince described his father as having "no occupation."

'On with the Dance'

is the glad word of society for the coming season. Dancing will be more than ever enjoyed after the long and anxious period when no one had the heart to dance, even had there been partners.

Because we recognize the return in full force of the dancing frock, this store will specialize on evening attire this year as never before.

Charming Dancing Frocks



In fact, many novelty dancing frocks have already arrived. They are so dainty, crisp and youthful that they dance themselves right off their hangers and into their pretty owners' arms, as soon as they are shown.

Among these advance arrivals are Dresden taffetas, changeable taffetas, solid colored taffetas, draped with iridescent tulle, or silver embroidered net, and some all net frocks. The colors are orchid, flesh, coral, turquoise and black. All are the newest modes, with basque waists, puffed, draped or tunic skirts, with lace trimming, or ribbon and flower festoons. Despite their charm these lovely evening dresses are priced reasonably at

\$39 to \$65

Luxurious Evening Wraps

They're called "wraps," this year, and that's the only word that expresses the voluminous silken folds into which milady snuggles when she dons one of these panne velvet or velour wraps. There's just a suggestion of a sleeve, with fur on it, to match the big Australian ringtail opossum or wolf collar. Such colors as orchid, Liberty blue and taupe, exquisitely silk lined. Priced upward from \$127.50.

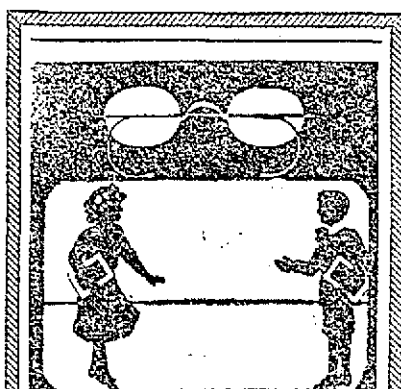
Other coats for street wear may be had here at prices upward from \$25.00.

Credit Awaits You Here

It is economy to buy the good apparel your station in life demands. By using your credit at Friedman's you can buy the best and pay in weekly or monthly amounts to suit YOUR convenience.

J.M. Friedman Co.

533 Fourteenth 1318 Clay



Before School Opens

have me examine your child's eyes—and if Glasses are necessary supply them! This may save much trouble and annoyance later.

Make your appointment today.

F. Greenebaum
Optometrist—Optician
518 Thirteenth Street
Between Washington and Clay

MOTHERS:—

Spend these sunny, summer days with your children on the warm sands of

NEPTUNE BEACH
Alameda
Sheltered from cutting winds and burning sun. Open every evening till 10 o'clock.
THE FAMILY AMUSEMENT RESORT

All Mail Orders filled by expert shoppers. When in town ask about our "Shopping Service Bureau" No charge for this service.

Now in progress
August Sale of All Furs
at 15% Discount
Including all the novel effects in coats, coats, scarfs and chokers in Hudson Seal, Molekin, Squirrel, Beaver and Nutria.

ALSO
Fox Scarfs
We believe this is the choicest selection of Fox Scarfs ever collected in the West.

15% off on these:
Kamchatka—\$29.50, \$59.50, \$79.50
Baumarten—\$62.50 to \$135
Taupe—\$29.50 to \$39.50
\$59.50, \$65 to \$95
Black Fox—\$49.50, \$89.50, \$110
Cross Fox—\$135 to \$150
Georgette Fox—\$65, \$72.50, \$95
Pointed Fox—\$47.50, \$75, \$115

Livingston Bros.
GRANT, 1018 GEARY STREET, SAN FRANCISCO

Suit Shop—Fifth Floor
The New in Suits
This is a season over which no one vogue reigns. The styles are widely varied and the fabrics rich in both quality and colorings. The new fabrics:

Tinseltone Silverlone Chameleon Fortuna
Peach Bloom Kordovan
Duvetyne Tricoline

With all the buoyancy and charm of complete newness—the suits ready for your inspection beggar description.

There are exclusive models which are rare values at the following prices: \$75.00, \$85.00 and up to \$375.00

And there is a matchless display of suits at lesser markings which invite your comparison.

Over 700 new suits at these prices
\$39.75 \$45.00
\$49.75 and \$55.00

Dress Shop—Fourth Floor
To be ready for Monday's shoppers—A specially purchased shipment

Navy Tricotine Dresses \$29.75 and \$39.75
Every really good style will be found in our collection of Tricotine frocks, and these prices may not be possible later in the season.

Other New Dresses for Your Inspection
New Tricotine Dresses... \$29.75, \$35, \$45 to \$98.50
New Serge Dresses... \$24.75, \$29.75, \$35 to \$55
Smart Satin Gowns... \$35, \$39.75, \$45 to \$145
Chic Taffeta Frocks... \$24.75, \$29.75, \$35 to \$87.50
New Paulette Dresses... \$45, \$59.50, \$65 to \$125
New Georgette Frocks... \$35, \$45, \$55 to \$145

SHIPPIE IS CLOSELY QUESTIONED

FLED WHEN GIRL CRIED, SAYS YOUTH

(Continued from Page 1-A)

Is thought to live in the same town. Shippie was accepted for the army through the draft. He went to Camp Kearny for training twenty months ago and from there was transferred to Camp Fremont. Before his discharge in July he was acting as mess attendant for army officers at Monterey. It was there that he met Miss Steele a second time, according to his story.

Miss Steele favored his suit, he told the police, but asked that he allow her to consult her parents before giving her consent. She told him to meet her at Ellis and Mason streets for an answer. They met Shippie, only to find that the girl's parents had refused to listen to the match.

Shippie's narrative became disjointed at this time, say the police. He told of purchasing the drug—a statement now disproved—and an agreement between the two to commit suicide. They went to the beach, and, at the end of the Lurline bath pier, stood for a minute in awe at the breakers.

FLED IN HORROR, SAYS SHIPPIE

Of the subsequent events, Shippie gave two versions. At first he told the police that Miss Steele had jumped into the roaring water—and that he had lost his nerve at the last minute. Hearing her cry as she struggled with the waves, he ran from the scene to the beach and there swallowed the harmless powder.

His second version was to the effect that the girl's nerve had failed her at the last and she begged him to shove her off into space. Shippie staggered to the city street car, according to his story, and was taken to the Park hospital. It was this fact that first brought disbelief from the police, who argued that Shippie could not have made his way from the beach to the car after taking a poison.

Miss Steele's father is a carpenter, contractor in Los Angeles, according to late advices from the south.

Icebergs Hunted on

Prince's Sea Route

ST. JOHNS, N. F., Aug. 9.—The cruiser Dauntless was today scouting the waters off the Newfoundland banks to locate icebergs and warn the cruiser Renown, which is bringing the Prince of Wales to Canada, out of the course in which the bergs are drifting. During the last few days large bergs and flocks have been reported off the banks. The prince will transfer to the cruiser Dauntless off Conception bay and will enter the harbor on that ship about noon Tuesday.



Two views of JOHN SHIPPIE, whose tale of a suicide pact is being investigated by the police. Search is being made for his missing companion, HELEN STEELE.

Sportsman Pays \$65 for One Shot \$25 Fine for Speeding Is Added

The Victims of Circumstances society has taken into its midst Leslie Freeman, Oakland druggist, who when not playing around with the mortar and pestle longs for the wild, a gun, a deer, a venison feast. Many a time and place in the Riata—and other places—Freeman, according to his very good friends, George Bohlen, automobile man, and Dr. Arthur Walker, local physician, has expressed his determination to bring down with his trusty rifle a five-point deer.

Theories are fine, argues Freeman today, following his attempt to get the splendid animal, but it's execution that counts. He started out early yesterday morning with carefree abandon, luncheon, liquid refreshments and a small cylinder motor car. He parked the car on a downtown street while he gained an early breakfast.

Emerging from the restaurant he found a police summons on the car, which he knew meant a fine up at the City Hall. Despite the knowledge that he would be out some money in the near future for breaking a city ordinance, Freeman's enthusiasm was not quenched—not yet.

On the wings of the morning—also on the wheels of his temperate though somewhat erratic car—he sped toward the Livermore hills. The air was true. Freeman "repped on her" a bit and flew through space in a minute or two, a figure down the road proved to be that of the law.

He was arrested. Even after paying his fine of \$25, his enthusiasm was not quenched. He was going to get that deer if he had to mortgage the automobile to get to the happy hunting grounds.

On, on he sped into the wilds of Livermore and then on up into the hilly country, where the timid forest denizens hop blithely from creek to creek, between shrubs and ill-directed bullets of amateur marksmen. At last he stepped down from the car. The time for action had arrived. He stalked his prey. It moved in the brush. It moved again. Freeman raised his trusty rifle to his shoulder and the animal bit the dust.

Walking through the thick brush he emerged on a field. And there before his startled eyes was the blood-spattered form of a milch cow—spoiled forever in all the blossom of her youth. A fainter ran up to the stricken hunter. Freeman squared it for \$65. And so he limped back to his car, without his five-pointer, but with a boating for all time for beef and milk.

Escapes War Injury; Killed by Cherries

ANDERSON, Ind., Aug. 9.—Half a cherry pie, followed by a pint of cherry juice before retiring, was fatal to Floyd Flannigan, 22, returned soldier.

Naval Orders

The following naval orders affecting officers of the Pacific fleet and shore stations were received yesterday from Washington by Rear-Admiral J. L. Jayne, commandant of the Twelfth Naval District.

Commander Fred E. Proctor, U. S. N., to duty as commanding officer of destroyer tender.

Lieutenant Paul Fitzsimmons, U. S. N., to duty aboard U. S. S. Florida.

Pay Clerk William L. Tatum, U. S. N., to duty aboard U. S. S. Pueblo.

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Pay Clerk William L.

Scenes at the launching of the United States Shipping Board's new steamship, the Depere, yesterday afternoon at the D. T. Hanlon yards. Upper picture, MRS. EVELYN HOWARD, president of Bahia Vista Parlor, Native Daughters, who christened the vessel. Grouped about her are officers of the parlor who formed the committee of honor, including Mrs. Mabel Buss, Mrs. Katherine Rose, Mrs. Anne Thomsen, Mrs. Louise MacDougall, Mrs. Ida Rowley, Mrs. Mary Wright, Mrs. Louise Dimond, Miss Hazel Riley and Mrs. Louise Johansen. The lower picture is a view of the big steel vessel as it slipped down the ways into the estuary.



AMOS PINCHOT WEDS.
SAUGATUCK, Conn., Aug. 9.—
Amos Pinchot, magazine writer and
sociologist, was married to Miss
Ruth Pickens of Elmira, N. Y.,
here this afternoon.

Wednesday night, September 3, will be the liveliest one at Oakland parlor in a few years. It will be Old Timers night and the good of the cause will be heartily heeded by the many persons, headed by Mr. Maurice Passano, its plan and organization determined for their older brothers. A cabinet show with members of the parlor featuring, and an old-timers' social will be given. Old Timers wish their younger brothers to understand to let the name of the parlor sale down.

A month's subscription is now being made for the parlor and Old Timers night will also be featured by the infiltration of the largest number of new members to be taken into Oakland parlor at one time.

Federal Agent Will Fight H. C. L. Here

the increases sought, the campaign will probably be held in abeyance.

British Routed by Reds in Women's Garb

LONDON, Aug. 2.—Disguised as women, Bolshevik forces attacked British gunners near Onga, on the Archangel front, according to despatches to the Daily News today. The British escaped through the woods.

Retreating British forces shelled

1418 Broadway

Women

Our glasses comfort
your eyes when you
are reading and sew-
ing.

ALL SIZES LADIES' MARCH DRESS

PHONE
LAKESIDE
2000
THAT'S
US

**KIMBALL
ELECTRIC
COMPANY**
236 13th ST OAKLAND

JUST
A
STEP
FROM
WASHINGTON
ST

Our glasses comfort
your eyes when you
are reading and sewing.

British Routed by Reds in Women's Garb.

NEW NATIONAL GUARD IN U.S., BAKER'S PLAN

WASHINGTON, Aug. 9.—Plans for the reorganization of the National Guard have been perfected by the military bureau of the U. S. war department, and Secretary Baker has issued instructions to the adjutants general of the various states.

Under the regulations, the new units to be organized will not be permitted to take over the designations of the old guard companies. This is done in order to preserve the old designations for use in the permanent military establishment as recognition of the fine services of the national guard in the war with Germany.

Superior Judge is Chosen for Imperial

SACRAMENTO, Aug. 9.—A commission as superior judge of Imperial County was forwarded today from the governor's office to Phil D. Swing, attorney of El Centro. Governor Stephens announced some time ago he would appoint Swing to the Imperial County judgeship created by the last legislature, but formal action was delayed pending the return of Swing from Washington where he has been on business connected with Imperial Valley irrigation system.

NO JIM CROW LAW NEEDED IN THE AIR, HE SAYS

TOPEKA, Kan., Aug. 9.—There is no need of "Jim Crow" laws for airplanes, if one is to believe a certain Topeka negro. A tall, powerfully built negro was standing near the landing place of the airplane at Washburn field, near here, watching the flights. When the big machine had swooped to the ground after doing the usual hair-raising stunts he exclaimed: "No-o-o-o sa-h-n. Mistah, dey am' gonna have to make no Jim Crow law tuh keep me from ridin' that ting. Ah say no 't'ank yo', here am one dat takes his on he groun'."

DOCTOR HURRIES, BUT IS TOO LATE

CHICAGO, Aug. 9.—"For God's sake doctor, hurry! A girl's killed herself!"

The message was telephoned to the office of Dr. Gilbert H. Wynnekoop, 4500 Sheridan road, shortly after 6 o'clock. The person making the call gave an address—909 Montross boulevard, second apartment—and hung up. In the front bedroom of the apartment the doctor found the body of Miss Ruth Meland—it still was warm. The door and windows had been closed and made as airtight as possible. The gas had been turned on. The smell of it still was strong in the room. Dr. Wynnekoop sent a hurry call for a pulmonologist. Meanwhile he tried first aid methods of resuscitation. But after an hour of futile effort the doctor decided he had arrived about five minutes too late. The Town Hall police were summoned and are making an investigation.

Jackson's will pay the freight to any point in California on all goods purchased—on credit as well as cash sales.

JACKSON'S

THE ONE PRICE STORE—WHETHER CASH OR CREDIT

Telephone Oakland 432

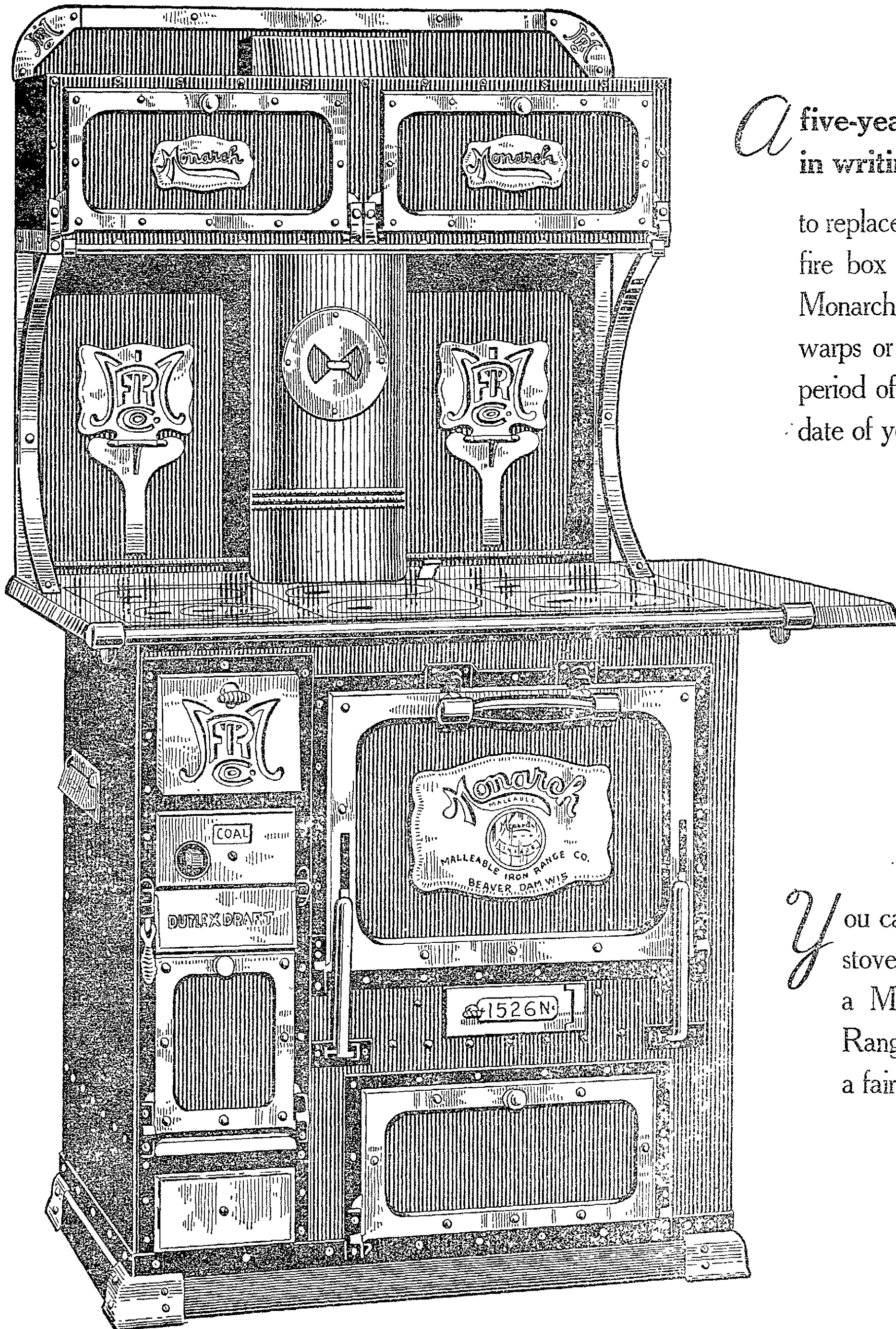
You can buy on credit at Jackson's as low, if not lower, than you will have to pay anywhere for all cash.

Terms on any Monarch we sell—
10⁰⁰ down and 10⁰⁰ month—

places any Monarch Malleable in your home, set up, complete with hot water connections.

Monarch

MALLEABLE
The "Stay Satisfactory" Range



A five-year guarantee
in writing

to replace without charge the fire box or any part of the Monarch Range that cracks, warps or burns out within a period of five years from the date of your purchase.

You can trade in your old stove in part payment on a Monarch Malleable Range---we'll allow you a fair price.

Are You Often Embarrassed?

Did you ever notice the annoying habit some folks have of placing their hands before their mouths while speaking?

You wonder why?

Is it because their teeth are unsightly or their breath bad?

Be that as it may, it pays in health and happiness to keep one's teeth sound. There can be no health or much happiness when one is running down at the mouth.

You can't buy better dentistry than Dr. R. C. Anderson dependable dentistry. All the modern proven appliances are made use of in Dr. Anderson's offices. Of these the X-ray is highly important.

Any dentist can detect decayed teeth where the decay is evident to the naked eye, but the tooth troubles that cause the most disaster are hidden away from view. Only the power and scientific action of the X-ray can detect whether or not a canal is properly opened or filled to the apex. In fact, the value of the X-ray is unlimited as an aid to diagnosis and treatment of the mouth.

My prices are one-half what others ask who approach the high standard of Anderson dependable quality.

All work is backed by a guarantee that is real.

Open daily until 6:30 P. M.

DR. R. C. ANDERSON

System of Dependable Dentistry ESTABLISHED 1896

484 Twelfth Street

(Corner Washington)

OAKLAND

964 Market St., San Francisco

OTHER OFFICES:

Sacramento, Stockton, Modesto, Marysville



The Monarch Malleable is built to last—it is absolutely air-tight. Equipped with the Duplex Draft which insures an even distribution of heat over the entire range, thereby eliminating all waste in fuel.

The Monarch Malleable with ordinary care will last a life time. A range that requires no blackening—built entirely of planished steel and malleable iron—just keep it wiped off with an ordinary greased cloth.

DIGNIFIED
CREDIT

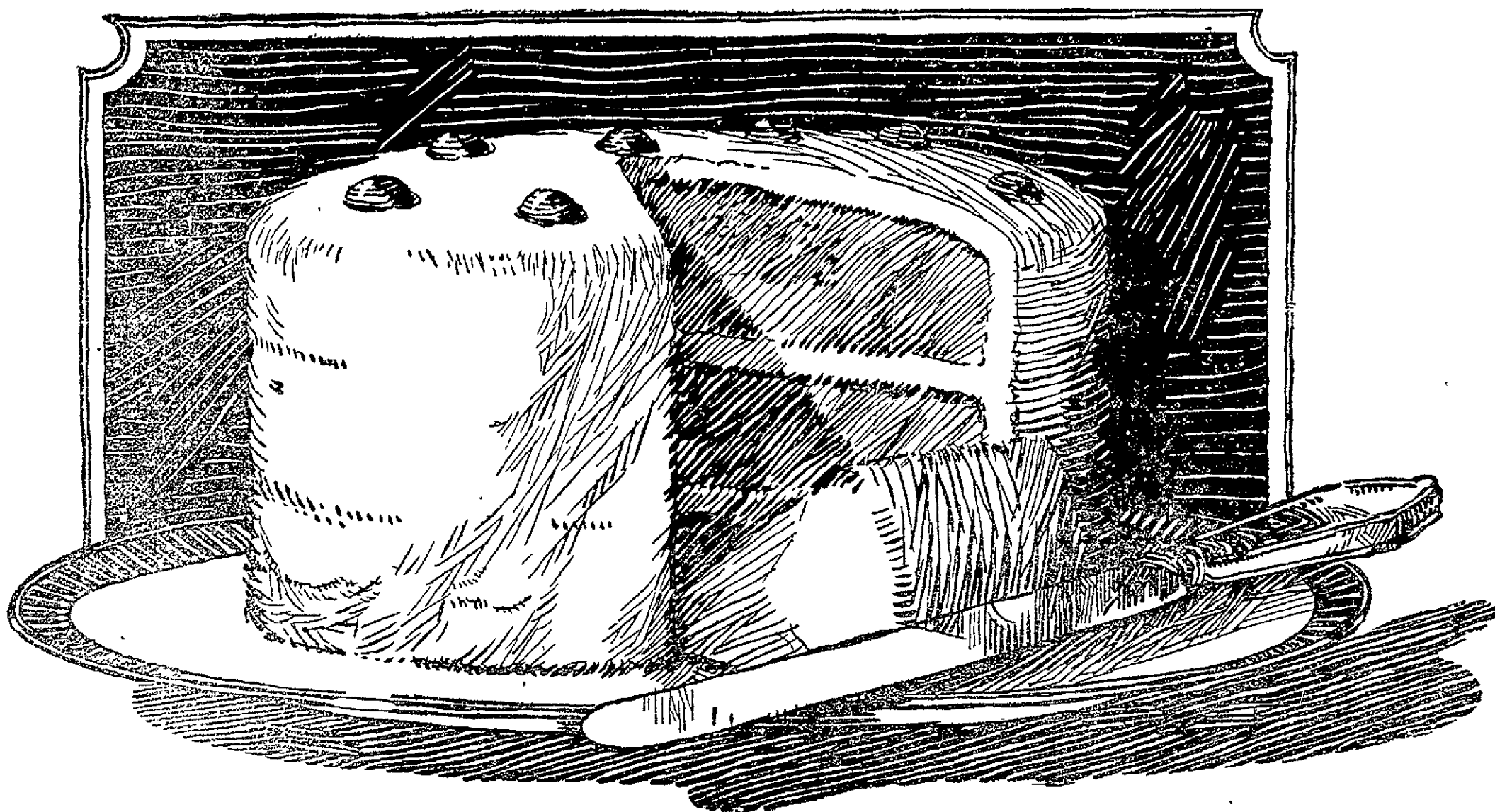
JACKSON'S

CLAY ST.
BET. 3RD & 4TH
OAKLAND

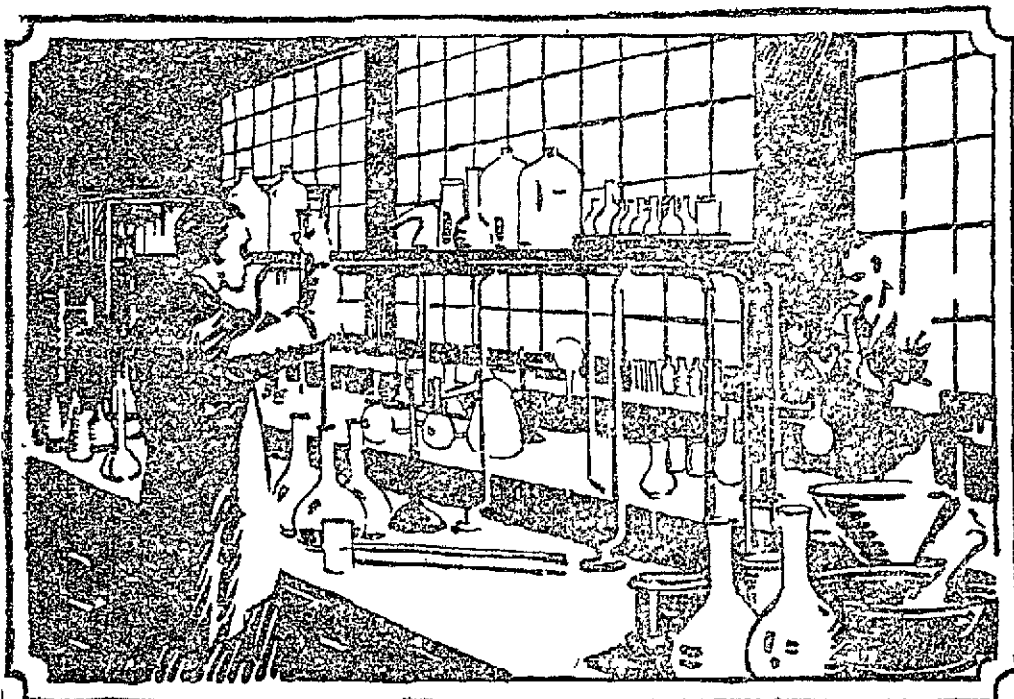
Closed every night
at 6 o'clock

COMPLETE HOUSE FURNISHING DEPARTMENT STORE

Closed every night
at 6 o'clock



Proof that your cakes will be good before you bake them



A glimpse of the Calumet laboratory—one of the largest and most completely equipped in the world.

Here eminent analytical chemists put Calumet to the most rigid and exacting tests for purity, strength and uniformity, demanding and enforcing the highest standard of excellence.

Calumet must be dependable—every can, every spoonful—because there's no deviation from this set policy of "Best by Test."

Calumet Baking Powder removes all bake day risk. We assume responsibility for your baking success. *You* don't need to worry a minute.

When you put a baking into the oven—a cake or anything else in which Calumet is used—you can say to yourself, "*That* baking will come from the oven light, tender, perfectly raised and wonderfully good"—and it *will*! In manufacturing

CALUMET BAKING POWDER

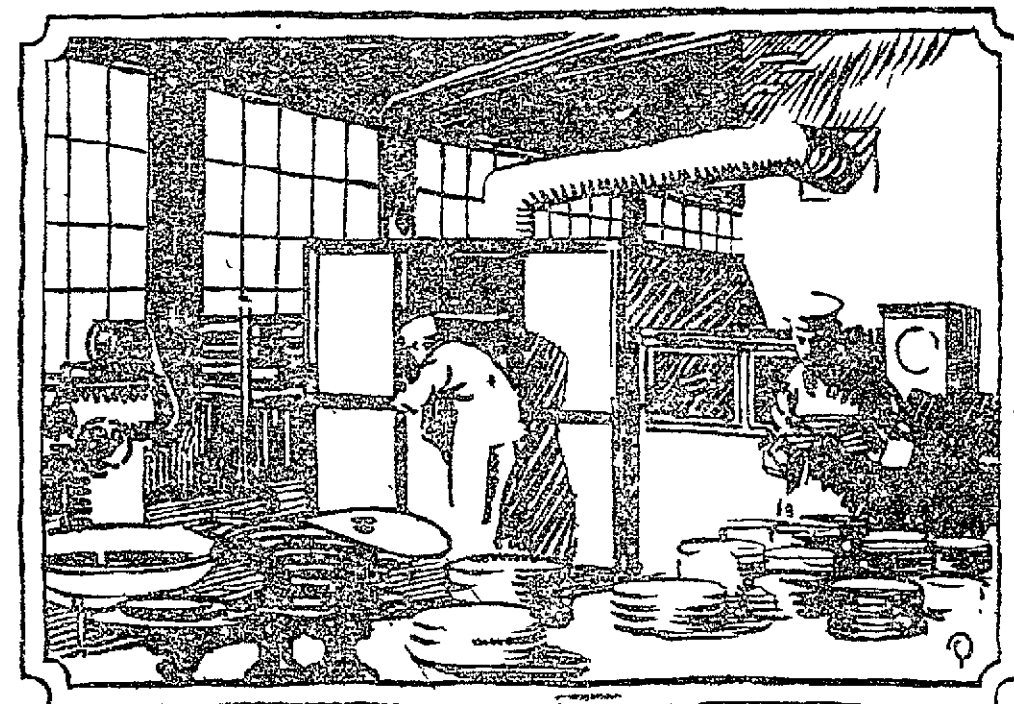
the first requirement is that it be absolutely dependable—that it give perfect results *every time*.

Not content with discovering how to manufacture a better baking powder, the Calumet Baking Powder Co. determined to *insure* its dependability—to *prove* that every can of Calumet which leaves the factory will give perfect results in *your* baking.

For this purpose they built a scientific laboratory and a model bakery—marvels of complete and modern equipment. Here a sample can from every mix of Calumet is given scientific analysis and then the practical tests of being used in baking cakes, biscuits and all articles of food in which baking powder is used.

Brown-topped, puffy biscuits and light, delicate cakes that are so delicious come daily from the Calumet ovens.

You can bake such delicious wholesome food for your family. Get a can of Calumet and say goodbye to all baking failures and join the ranks of good cooks! Calumet is a superior baking powder. And it has that good old everyday indispensable quality—*dependability*.



A partial view of the Calumet Bake Shop. Here in the most modern equipped factory kitchen in America, skilled chefs, with the aid of Mammoth Electric Ovens, automatic mixers and the most advanced type of baking appliances are constantly testing Calumet for baking quality.

This actual oven test of Calumet in the factory assures perfect results with every can of Calumet employed in your home.

Valuable 72-Page Cook Book Handsomely Illustrated in Colors

Scores of tested recipes, many of which have never before been published. Scores of new ways of reducing housework and household expenses. A necessity in every home. Send slip found in can of Calumet and only three 2-cent stamps to help cover cost of packing and mailing.

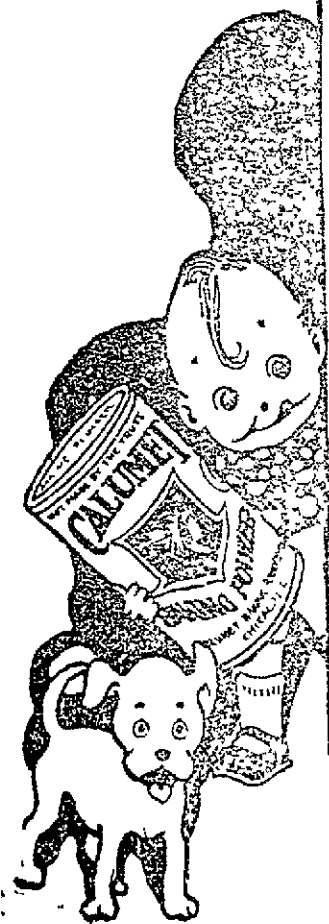
Six Other Advantages That Make Calumet a Better Baking Powder

Because of the *extreme* care taken in the manufacture of Calumet—because of the *high quality* of ingredients employed—because of its *unfailing dependability*, cakes or anything else baked with Calumet—

- 1—do not fail while baking.
- 2—stay moist and fresh longer.
- 3—raise evenly and have a smooth, fine texture.

Moreover—Calumet Baking Powder

- 4—does not leave an impure, injurious residue in your bakings.
- 5—does not lose its strength.
- 6—is more economical.



Calumet Baking Powder Company

4100-4124 Fillmore Street

CHICAGO, ILL.



Every Housewife should know this

When you buy a pound of Calumet you get a full pound—16 ounces. Some high-priced baking powders are now being put on the market in 12-ounce cans instead of a pound. Be sure you are getting a pound when you want it. No short weights with Calumet.

BEST BY TEST

EASTBAY DAY SET ASIDE IN FLEET'S FETE

Through arrangements made with the Fleet Reception Committee in San Francisco, one day of the celebration on the occasion of the arrival of the President, the advent of the Pacific Fleet and the commemoration of War Women's Day has been set aside as Eastbay Day.

The Oakland Fleet and Presidential committee has been organized and is now actively engaged with arrangements for the day which is to be marked by a monster parade in which an entire Eastbay Division will participate.

Under the direction of Colonel Ralph J. Faneuf, formerly commanding officer of the 13th Field Artillery and sub-committee in charge of the parade is now perfecting plans for the East Bay Division. Former service men from all branches of the armed forces of the country are invited to participate in the parade and it is anticipated that the Eastbay Division will form the largest parade of ex-service men that has been held in the bay district.

At the present time the main effort of the parade committee is directed to securing a complete list to the names and addresses of former service men in the Eastbay district who will participate in the parade. By lending their presence on this occasion the men of the service have an opportunity to express their appreciation for the work that was done for their country and welfare in the service by the various women's organizations.

In order that a comprehensive plan for the handling of the Eastbay division may be perfected, former members of the army, navy and marine corps are urgently requested to forward their names and addresses immediately to the Fleet and Presidential Reception Committee, 301 Oakland City Hall.

Budget to Be Taken Up on Hewes' Return

ALAMEDA, Aug. 9.—Owing to the absence of City Manager C. E. Hewes, it is probable that the city council will not take up the city manager's budget till after the latter's return from his ten-day vacation to Calaveras county. The councilmen and mayor are now delving into copies of the budget, familiarizing themselves with the budget figures, raises and changes. A series of committee meetings will be held when the city manager returns.

We want to enroll one hundred ambitious boys and girls during the next thirty days—We can prepare them in a six months' course to take positions in the business offices of Oakland and San Francisco.

We are offering the most intensified, complete and practical courses for private Secretaries and Stenographers ever given by any school in California.

Expert instructors have been employed to conduct these courses and we invite the young men and women of Oakland and Alameda County to join our school by September 1st, and secure our guarantee of a good position upon graduation.

Stenographers and Secretaries are in urgent demand and we can assure all who are ambitious to rise by their own industry—immediate success.

Enroll Now—Get Ready for Business

SPECIAL! 5 for \$1

TUNGSTEN LAMPS

Genuine Tungsten Incandescent Lamps, worth 35c a piece, NOT REFILLED. They come 5 in a carton, either 25-Watt or 40-Watt.

Although several hundred go on SALE tomorrow, we urge you to get yours early, bearing in mind that—ONLY FIVE LAMPS WILL BE SOLD TO EACH CUSTOMER.—DELIVERY CAN BE MADE ONLY WITH OTHER GOODS.—TELEPHONE ORDERS CANNOT BE FILLED.

Howell Dohrmann Co.
with Capwells
14TH, 15TH AND CLAY STS., OAKLAND

MRS. RANDOLPH T. ZANE and her little daughter Marjorie Zane, who will christen the U. S. destroyer X. Zane, to be launched at Mare Island Tuesday. The late Major Zane, killed in France, in whose honor the Zane was named, is shown below.



Mrs. Zane and Marjorie are respectively daughter and granddaughter of Governor William D. Stephens. Marjorie is now five; she was three years old when the picture was taken. Major Randolph T. Zane, U. S. Marine Corps, died in France October 21, 1918, as a result of wounds received in battle. Major Zane was the son of Rear Admiral A. V. Zane. He married the only daughter of Governor and Mrs. Stephens, Barbara Stephens, in November, 1913. Marjorie is their only child and she will christen the destroyer Tuesday. Major Zane was cited for bravery and also received the Distinguished Service Cross for conducting the defense of Bourdeaux, France. The picture was taken when he was a lieutenant at Mare.

TO VISIT YOSEMITE
ALAMEDA, Aug. 9.—Mrs. Wallace Houston of this city and her sister, Miss Nina Ives of San Francisco, will leave tomorrow for a two weeks' stay in Yosemite.

W. E. Gibson
says—"Opportunities better than ever before"



President Polytechnic College

are in urgent demand and we can assure all who are ambitious to rise by their own industry—immediate success.

Enroll Now—Get Ready for Business

SPECIAL! 5 for \$1

TUNGSTEN LAMPS

Genuine Tungsten Incandescent Lamps, worth 35c a piece, NOT REFILLED. They come 5 in a carton, either 25-Watt or 40-Watt.

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Howell Dohrmann Co.
with Capwells
14TH, 15TH AND CLAY STS., OAKLAND

'CHRISTIAN LIVING' TOPIC OF DIVINE

Urging his big audience to rally to the standard of Christian living, and asserting that true Christ-following is far more than a mere name, Elder John W. Christian, of Los Angeles, president of the Pacific Union Conference of the Seventh-day Adventists, spoke at the Adventist camp-meeting in Berkeley Park, Hopkins street and Twenty-third avenue, yesterday afternoon.

"Night is ahead of this world, far darker than the night when God destroyed every first-born child in Egypt," said the speaker. "Like the destruction of Sodom and Gomorrah will be the judgment of the wicked world. There are too many professing Christians like Lot, who, when he warned his sons and daughters to flee from the doomed city, seemed to them like one that mocked, because he, himself, had been seeking the things of the world, and had well-nigh forgotten God. Too many find themselves unacquainted with God when they go to have a prayer session."

"Salvation plan is to make the altitudes of the world so tempting that Christians will cling to them and lose heaven. The devil says to the convicted soul, 'Yes, it's all right to be a Christian, if you must, but why not be a theater-going Christian, or a pleasure-loving Christian, or a dance-hall Christian?'"

People are following Pharaoh's preaching. "We shall not go very far away out of Egypt. Instead of the preaching of Jesus Christ, it is high time for people to go the whole way as God must direct them, to follow the pillar of cloud by day and the pillar of fire by night. This is no time to compromise with Egypt."

God can't expect to reach heaven without sacrifice. There are no passes to heaven. Jesus Christ laid the track. He made all the preparations and by paying the price it is possible to make the journey. But God requires that everything we have and are be yielded to Him, to be used as He may direct."

Elder J. M. Lusk, San Jose spoke in the large pavilion at the camp-meeting last night. The program for today is as follows: 6 a. m., Elder Andrew Nelson will speak; 7 a. m., Bible study by Elder W. W. Eastman, representing the General of World Conference on "The Spirit of Prophecy"; 11 a. m., Home Missionary Society by Elder C. V. Leach of Washington, D. C.; and Elder J. D. Alder, of Oakland; 3 p. m., discourse by Elder J. W. Christian; 8 p. m., discourse by Elder E. E. Boyd. The meetings are to continue daily throughout this week and next Sunday, and are open to the public.

RECEPTION WILL PLEASE SAILORS

ALAMEDA, Aug. 9.—"I know that the commander in chief, officers and men of the fleet will greatly appreciate the scope and cordiality of the reception and entertainment to be accorded them in Alameda," H. R. Price, commanding United States naval training station, on Goat Island, has written in a letter received this morning by Charles H. Smith, chairman of the local committee.

Suggestions regarding the arrangement of a program of athletic events in this city, so as not to conflict with the necessary duties of the board ship were made by Commander Price. A copy of the program proposed by the local committee was submitted to the commandant.

A meeting of the finance unit of the Alameda committee was held at headquarters last night when subscriptions were turned in by members. The committee plans for further canvasses of the city. Committee meetings will be held as follows:

Decorations, Monday evening at headquarters, 2315 Santa Clara avenue; executive, Tuesday evening at home of Chairman E. K. Taylor, 1428 Lafayette street; sight-seeing committee, Wednesday evening at headquarters; parade, Wednesday evening; naval band, Thursday evening; transportation, Thursday evening; athletics, Friday evening; aviation, Friday evening, all at headquarters.

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U. S. MAKES CAR SHORTAGE APPEAL

W. Merriman, agent for the United States Railroad Administration at Oakland, makes the following appeal to all shippers in this vicinity in connection with the threatened car shortage.

"Minimum and small lot shipping of all classes of freight, which was resorted to by shippers following the cessation of last year's hostilities and the subsequent removal of Government loading restrictions which had been in effect as a war measure, has resulted in many more cars being used to handle the freight presented for shipment than should actually have been required for the transportation of that amount of tonnage. A shortage of cars now exists and grows more serious from day to day."

"Without your assistance, the railroads can not expect to provide cars to move the enormous crops and productions being offered for shipment and the hardships which are certain to result from the congestion which is the inevitable result of car shortage cannot be underestimated and for the purpose of relieving this condition as far as may be possible, I earnestly solicit your cooperation to the following extent:

"Those of you who have seasonal crops to move can help out greatly, if you will, without delay, advise me the approximate amount of freight you will require to be shipped together with the closest approximate date shipment is to be made. This will permit of arrangements being made to consolidate small lot shipments where full car capacity shipments can not be secured, as well as afford this company greater opportunity for securing suitable equipment to fit the shipments that no valuable car space need be wasted."

SHIPYARD RAILS SHOWN IN FILMS

The operations of the Marine Railway now being used in a shipyard on this side of the bay is one of the interesting items of the TRIBUNE-Kinema News weekly shown today and all this week at the Kinema Theater. Several weeks ago the camera men filmed the divers at work constructing the railway under water, and this week the method of sending the cradle down the incline under the ship to bring it up for repairs is pictured. The cradle is raised by means of hand-lifting ships saving expensive dry dock operations.

Other items of interest are the Rebel Cork Plumber, a final review of the Boy Scouts, and the movie show given for the TRIBUNE News Boys on the roof of the TRIBUNE Building.

Alameda Girl Tries Hand at Beekeeping

ALAMEDA, Aug. 9.—Miss Grace Reynolds, who has been spending the summer on the Reynolds ranch in Lake county, has returned to her home in Alameda. She will later return to Lake county, where she is developing an apriary with considerable success. The Reynolds property is in upper Lake county between Upper Lake and Lakeport.

Held on Suspicion of Slaying His Wife

TACOMA, Wash. Aug. 9.—Sheriff H. J. Gifford of Thurston county is awaiting word from Albuquerque, N. M., to ascertain if Mrs. Roy E. Taylor is alive in that city, as reported by Tacoma, who disclosed plans for a trip to Olympia on suspicion of having killed his wife. The description of a woman's body found near that city tallying with that of Mrs. Taylor.



Hot Water quick—economical

The Automatic Gas Water Heater
Supplies steaming hot water the minute you turn the faucet. You pay only to heat the water you actually use.

NO WASTE

See Local Dealers
Hoffman Heater Co., 13th and Clay
Pittsburg Heater Co., 13th and Harrison
Ruud Heater Co., 13th and Webster

Pacific Gas & Electric Co.

13TH AND CLAY STS., OAKLAND

'BLUE BIRD' BUREAU OF THE TRIBUNE

Is it that the past year or two has brought more worldly goods to those who already had, and less to those who could least afford it? During the winter there are many pleas to the Blue Bird, but the summer is usually kinder to the poor and they struggle along to better advantage, but these summer months seem filled with wants.

To tell the whole pitiful story behind each request would take columns but the crying need is there, even if told only in a few words.

No one has offered lumber, services or furniture to the family of nine living in one small room, this room being their home. There is no plumbing, hardly any furniture and the mother struggles along to keep her family fed on the small amount her husband makes peddling along the streets of Oakland. Even the water they use for drinking, washing and bathing has to be carried into the house. They need lumber to fix up this one room to make it habitable and another room would be a God-send.

There was a story printed recently about an old lady living in a house "roomed" by the county, and supported by the charities and friends, who needed a stove. One was donated—but it was too big, it could not be squeezed in her little house, it had two little boys, and she needed another request from someone living in a larger room. Maybe someone has a smaller coal stove that this little old "independent" could use to heat her home. She doesn't want to go to the county infirmary—she wants to take care of herself.

Then there are curtains, shoes, a coat and two baby buggies asked for—all by different families. Two families want curtains to help furnish their otherwise bare looking rooms. Two little boys want shoes about sizes 12½, and one woman wants a buggy for her ailing baby. She says he is too heavy to carry and if she had a buggy she would be able to keep him in the fresh air more, and another woman wants a buggy for a little stranger soon to arrive.

A mother, whose husband died recently and who has to work to support her two children, needs a coat. She is about five feet four and a half inches tall and wears a size 38.

A working man, who made just enough to support his wife and two children, strained his back while working in the shipyards, and is now unable to lift or do heavy manual labor. His family must live and he is trying to make two ends meet by raising chickens and rabbits—only he needs more of both. He can raise gray things to feed them, Blue Bird thought there might be a rabbit or a chicken donated from here or there and it would help him get a footing again.

And last on this long list of needs is a request for amusement. A good fellow living in Berkeley has inter-

ANNOUNCEMENT

We announce the opening SATURDAY, AUG. 16, of

Milady's
SPECIALTY SHOP
Devoted exclusively to the making of
Gowns, Waists, Lingerie
Nu-Bone Corsets
Watch for further announcements.
597 15TH ST.
Corner Jefferson.

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LICENSE CLERK PROBLEM SOLVED

Members of the city council believe they have found the solution of the problem of the much-battered license department in the ordinance combing it with the office of city clerk.

At present there isn't much business for the license department, due to the elimination of liquor licenses. Food licenses are the principal ones handled. However, the council has under consideration an ordinance for a license on general business, and possibly on professional men, to replace the loss from the liquor calls. The ordinance is now being prepared, though an interpretation of the state law as affecting licenses on professional men has not yet been delivered.

The ordinance for continuing the city clerk and license department have passed first and second readings. They provide for two assistants in the clerk's office at salaries of \$300 a month. The work probably will be directed by the present chief deputy clerk, Frank Merritt.

Until 1914 there was a license inspector's office in Oakland. In that year the duties were combined with those of the chief of police. The department was recreated a month ago when liquor licenses went out.

Since 1915 he has been in Temple Judea, the largest synagogue in the West side of Chicago, and is an active member of the Illinois Committee of the League to Enforce Peace. He will take for his subject Monday evening the League of Nations.

Mrs. Selvis K. Licht has charge of the arrangements for the meeting.

STYLE

STARTER

RUDDICK

HATS

OF

MERIT

JUST

HATS

MONDAY, AUGUST 11TH

THE NEW STORE

AT

1222 BROADWAY

WITH AN EXTENSIVE LINE OF

Men's Hats and Caps

FEATURING

THE "VANITY" HAT

All Goods Union Made

T&D

IF A BACHELOR CAN HAVE A WIFE & A BABY TO BOOT WELL HOW OLD IS ANH

FUNNY QUESTION...EH? NOT AT ALL...

MARY MILES MINTER

EXPLAINS IN BACHELOR'S WIFE.

TO BE SHOWN UNTIL TUESDAY ON THE SAME PROGRAM WITH A WEALTH OF ATTRACTIONS COUNT 'EM...

Alma Reubens in "A MAN'S COUNTRY"

THE "GUILIANI 4" in A FANTASY OF MUSIC

KINOGRAM NEWS

T. & D. Day

AT NEPTUNE & EDIN TOWNSHIP IN MOTION PICTURES

Marcellis 25 Master Musicians

HERBERT BURLAND THE ORGANS MASTER

COMING WED. AUG. 13-14-15-16

DUSTIN FARNUM "A MAN'S FIGHT"

MARGARITA FISHER in "TRIXIE & BOY"

MISS M. KAWALSKI in "OAKLAND'S SONG"

PATHE'S NEWS OF WORLD

News of Great Eastbay—What People of the Golden State are Doing

WALSH BOLTS DEMOCRACY TO BACK JOHNSON

The revolt brewing for some time in the Democratic county central committee broke forth last week when the committee's recommendation of Henry Harwood for the post of director of the census was disregarded and C. L. Donohue named instead.

James C. Walsh, secretary of the committee, declared that members of the party would bolt to the Republicans because of their dissatisfaction with the administration of President Wilson.

Walsh yesterday gave his reasons why he will support Hiram Johnson in the coming presidential campaign. "I was a thorough believer in President Wilson until the peace conference," he declared. "But I cannot follow him any longer. The league of nations is contrary to the policies that have made this country great and would frustrate just what Wilson has been arguing for, self-determination of nations. I cannot square off his stand on the Irish question with that on Shantung. Then there was the President's disregard for his own open covenant openly arrived at."

According to Walsh, the county committee is pretty badly shattered. H. H. McPike, the chairman, who is now away on a vacation, backed Governor Stephens in the last campaign and others are said to be straying from the fold.

RICHMOND HARBOR COURTS SHIPPING

RICHMOND, Aug. 9.—In an effort to obtain information concerning the arrival of huge vessels at the local municipal harbor, J. H. Wisner, harbor superintendent, made a personal visit to San Francisco headquarters of the United States Shipping Board yesterday. He discovered that none of the big vessels of the shipping board are scheduled to arrive there before at least three months and according to present plans they would not be the home of any of them on their arrival unless changes are made.

Efforts to have three or four of the shipping board's vessels dock at the local wharf have been made by various business men of this city, but the majority of the boats have already been assigned to other wharves on the bay. At present a plan to interest some of the large shipping firms of the Pacific Coast in using the local wharf is being made. It is believed that if an arrangement of this kind could be effected, the Richmond harbor would be boosted considerably.

No big vessels are docked here at present and none are scheduled to do so within the next few days. Since the departure of the U. S. S. Evansville several weeks ago no big ships have been here, although the Evansville, which is one of the largest of the navy's largest freighters, took the water easily.

EL CERRITO

EL CERRITO, Aug. 9.—A contract for the construction of a 1200 foot sewer to connect with the Richmond Junction tract has been let by the Sanitary Board to John Geary and Sons company of Oakland. The price is estimated at \$1050. The sewer is being constructed for the convenience of the home which have just been completed in the junction tract.

On the afternoon of August 21, members of the El Cerrito Parent and Teacher's Association, formerly the Mother's Club, will hold a meeting. Mrs. Phil H. Lee, president of the organization, is the president of the organization.

A report submitted to the Board of Trustees by Marshall Curtis Johnson shows a total of \$19,171 collected for various fees. The report has been turned over to the finance committee.

City Attorney Wilder, who was instructed to investigate the matter of creating storm sewers without the regular voting methods, reported that he has not completed the investigation but will have the report made by the next meeting of the Board of Trustees which is on Thursday evening. He said, however, that the city could not call for another election until at least six months had passed.

A communication from the Eastbay Water Company, calling the attention of the trustees to the decision of the state board of water control, received by the board. Under this decision it is pointed out that El Cerrito will have to pay an annual sum of \$500 and an additional charge of \$8 for the 4-inch hydrant in use, making the monthly rate \$25.67. The city attorney was instructed to investigate the matter.

Suggestions that J. O. Ford, city assessor of Richmond, be allowed to audit the books of El Cerrito were made by the Board of Trustees at its meeting. The books will need auditing soon and efforts will be made to have Ford do the work.

Suisun Family Has Moved to Berkeley
SUISUN, Aug. 9.—Mr. and Mrs. W. M. Mackay and their son and daughter, Edson and Miss Dorothy Mackay have moved from Suisun to Berkeley where they will live hereafter. The son and daughter will enroll at the University of California next week.

NO BAN ON THE SHIMMIE AT HAYWARD; WELCOME HOME FOR WAR HEROES TODAY



The babies at the Eden Township Farm Products Show at Hayward drew the largest crowds. At the upper left is MRS. FRED HILLMAN with young JACK HILLMAN of Cherryland. While the judges were deciding on the baby prizes, the TRIBUNE photographer snapped the Holstein-Friesian cows in the upper right with a ribbon-winning Hereford bull in the foreground. Back to the babies, in the lower left they are: BETTY ROGERS, MARGARET TUPPER (two ribbons), ROBERT MACKIN, EVERETT EUGENE HARVEY, official delegate from San Leandro; CLAIR LILLIAN MARKS and JACK HILLMAN, below. The Oakland delegation arrived in time to be dropped into the lower right.

\$55 Each Paid For Brentwood Hogs on S. F. Market

(Special to The TRIBUNE)

BRENTWOOD, Aug. 9.—What is believed to be a record price for hogs from this county was received recently by the Balfour-Guthrie interests when twenty head were sent to San Francisco, where they brought \$1100, or \$55 each.

The hogs arrived in prime market condition and were pronounced by the San Francisco dealer as among the best received this season.

CHILDREN FIND CARTRIDGE AND ARE INJURED

EL CERRITO, Aug. 9.—The 4-year-old daughter of Mrs. G. Berri and the two and one-half year old son of Mrs. E. Brensel of El Cerrito were seriously injured today when a cartridge which they had found and thrown to the ground exploded. Both children sustained burns of the arms and legs and were taken to the office of Dr. St. John Hely who extracted parts of the bullet from under their skin. They were injected with serum to prevent further infection and taken to their homes where treatment is being given.

SUSPECT HELD ON FORGERY CHARGE

In the capture here last night of William M. Courrier, local police believe that they have incited one of the boldest check forgers in the country. The man is wanted, according to Detective Harry Lubbock of a detective agency, in half a dozen American cities, where, it is charged, his manipulations with the pen netted him thousands of dollars.

Courrier was identified by W. O. Robe, 613 Jones street, on whom he is accused of passing a spurious \$25 check last week. The check was drawn on an El Paso bank. Seeing the man enter a restaurant at Fifteenth street and Broadway, Robe made his way to a nearby telephone and called the police.

Inspectors McSorley and Rossick and Patrolman Sears made the arrest, surprising Courrier just as he was making ready to depart from the restaurant. Despite the man's protestations of innocence he was arrested. In his possession were checks on an El Paso bank aggregating \$450 in value, had Courrier been able to pass them. Courrier is about 50 years old.

Babies and Babies at Show Puzzle Judges; Great Crowds Throng Tents; Prize Winners Picked

By ED. CONDON.

TRIBUNE Staff Representative.

HAYWARD, Aug. 9.—Hayward has no ban on the shimmie dance. The trustees have never passed an ordinance here prohibiting the dance from the dance halls of the town nor was City Marshal Joseph P. Daken witnessed cases which he deemed so "horrid" as to cause an order that it be not allowed in Hayward dance halls.

When this news leaked out yesterday afternoon, clubwomen of Hayward were shocked. They had never waged warfare on the "cat" dance because it had never been danced to any great extent here. But here they are confronted with their first annual farm products show, which is threatened by suppressed shimmies from Oakland and San Francisco who now know that they may enjoy the naughty vertical waltz to their hearts' content.

BIG CROWDS OUT.

All of the people of Eden Township were in attendance at the farm show this afternoon and the large number of babies in evidence betokened a doubly large crowd for tomorrow. Crowds thronged the tents as the judges went their rounds in the exhibits of the various products winning the ribbons to the winners.

Later in the afternoon the dance pavilion was thronged with mothers who witnessed the baby show. Five hundred women were in attendance at this show at which over two hundred babies were entered. Hard job indeed to judge those babies which has been said of the unenviable position of the umpire in a baseball game but mothers are women—all of the babies were exceedingly pretty and the result was there weren't enough first prizes to go around.

PICTURES ARE TAKEN.

The TRIBUNE staff photographer snapped those who received the ribbons, the first prize for beauty. Other prizes were awarded for chickens.

Later in the afternoon the delegation from the Oakland Chamber of Commerce, headed by George C. Stealy of the Oakland office of the Union Oil company, arrived. The

delegation made the trip in a special car which was arranged for by the Trade Extension bureau of the Chamber of Commerce. Hundreds of other Oaklandians made the trip in automobiles yesterday afternoon, planning to stay in Hayward through the evening when the scene of the afternoon's baby show will be transferred into a dance pavilion with the shimmie, centered only by those who too late, realize that "something ought to have been done."

All of the Oakland delegation were made and made a tour of the grounds and made a tour of the entire show ensemble and as the official guests of the farm show management.

DR. REINHARDT SPEAKS.
Dr. Amelia Reinhardt of Mills College and Dr. Richard Bolt, recently appointed head of the health center of Alameda county, were the speakers at a meeting of the women's club workers in the main tent tonight. They discussed the problems of child welfare and the problems of instructing the children in hygiene.

But the third and last day of the show, Sunday, will be the biggest time of all. For this day is the township's official welcome-home celebration day for the soldiers of the township who fought in the war.

The celebration commences at 10 o'clock in the morning when members of all of the patriotic organizations of the town will form on B street, between Soto and Castro streets, to parade to the grounds.

BARBECUE BANQUET.
After the marching parade in front of the grounds all of the patriotic except the returned soldiers, the honored guests, will stand at attention while the soldiers march into the barbecue banquet, which will be served to them by the local Cross girls in one section of the show grounds.

Adjutant-General J. J. Garre will be in attendance at the show and will speak a tribute to the soldiers of the township, especially those of the Hayward company of National Guard of which Barre was a former captain.

In the afternoon and evening a continuous dance will be held in the Laurel Grove dancing pavilion at the show grounds.

COULDN'T RESIST PRETTY THINGS, SAYS WOMAN

Mrs. Lillian ("Bobbie") Clark, who is wanted at Oakland, Stockton and San Francisco on charges of passing fraudulent checks on merchants in the three cities, was arrested yesterday in the Keystone Hotel, San Francisco, by Detective William Pratt. She will be returned to Stockton for trial.

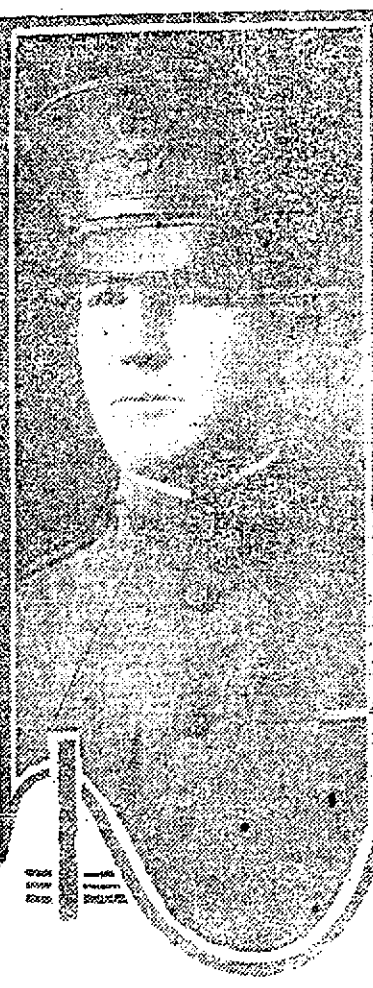
"I could not resist the desire to have pretty things," said Mrs. Clark, who is of prepossessive appearance and 24 years old, "and the beautiful shop windows constantly called me. I then found that I needed the money to support the wearing apparel and jewelry I obtained."

Hemorrhage Fatal to Livermore Man

LIVERMORE, Aug. 9.—Frank M. Kelly, wealthy stock man, who had been engaged in the sheep business in this valley for the past 25 years, died suddenly yesterday from hemorrhage of the lungs at the home of his sister, Miss Margaret Kelly, on Lazz street. His health had been on the decline since an injury he sustained last winter, when in cranking a gasoline engine on his ranch near Tracy one of his shoulders was dislocated, and he later underwent an operation in a San Francisco hospital and was under treatment for several months there.

A few months ago Kelly contracted tuberculosis and it was while his sister was gone on an errand to town yesterday that he was unexpectedly stricken, his lifeless body being found on the floor of the bedroom, where he had fallen while trying to reach the bed. Kelly was a native of Ireland and aged about 60 years. His only near relatives in this country besides his sister are a nephew, Frank McMenamin, and a cousin, J. C. Kelly. The funeral will take place Monday at 10 a. m. from St. Michael's church.

Captain Enters War as Private; Awarded D. S. C.



Richmond Hero Unconscious for Ten Hours in No-Man's Land.

RICHMOND, Aug. 9.—Captain J. H. Nixon has returned to his home here, 347 South Thirtieth street, after four years of service with the American army.

He left one of Richmond's healthiest young men and entered the army as a private. Before going across he was commissioned as a first lieutenant. This commission was later raised to that of Captain as a reward for singular service during the fighting.

At one time he was wounded and carried him far out into No-Man's Land. He lay for ten hours unconscious in a shell pit, before he was rescued when another advance brought the American troops up to the place where he was lying.

Here Are the Prize Awards

Special to The TRIBUNE.

HAYWARD, Aug. 9.—Partial reports on the awards of the prizes had been completed by the judges when they ended their work late this afternoon in order to enjoy the show for themselves. First prize ribbons were awarded as follows:

Corn on stalk: J. Valledo, 1st. Sugar beets: J. C. Penke.
Seed corn: Mrs. W. Marshall. Pumpkins: John Smith, 1st and 2d.
Alfalfa bales: A. H. Harms. Hams: 1st and 2d.
String beans: Mrs. J. J. Borree. Kentucky Wonders: Manuel Goulard.
Onions (white): Mrs. W. B. McCord. Small white beans: A. H. Harms.
Squash (summer): John Smith. British Queen potatoes: A. H. Harms, 1st and 2d.
Hubbard squash: A. H. Harms; C. Artichokes: John Smith.
C. Goulard, 2d. Rhubarb: A. Garin.
Beets: John Smith, 1st and 2d.

LIVESTOCK.
Poules: Dr. D. Graham (Shetland station).
Sheep (Rambouillet): Chas. Cook, Suffolk; Charles Cook, Irvine (Juree); Willie Rosenburg, PRODUCTS.

ORCHARD.
Alexander apples: Charles Fish; Mrs. W. B. McCord, 2d.
Blueberries: Charles Fish; Mrs. W. B. McCord.
Grapes: Mr. Freitas.
Honey peaches: A. H. Harms, 1st and 2d.

PIEDMONT.
Honey peaches: A. H. Harms.
Philips' elite peaches: C. E. Fish.
Hempstrik apricots: Mrs. J. J. Borree; Mrs. H. J. Reinher, 2d.
Moorpark apricots: F. H. Goulard; N. P. Nielson, 2d.

NEWS OF RICHMOND

Industrial Development; Social Events; Happenings in Contra Costa Terminal City

TRIBUNE BUREAU, 509 Macdonald Ave., Richmond 252.

RICHMOND, Aug. 9.—A baby boy was born to Mrs. H. L. Whalen of 723 Eighth street at the Cottage hospital last night. Dr. Lucas, the attending physician, reports that mother and child are doing nicely.

Rumors that the local Masonic lodge is making plans for the construction of a new building, are being spread around the city and it is believed that an official announcement will soon be made. Several campaigns for the construction of a Masonic Temple in this city have already been started but were never carried through. Because of the destruction of the Masonic meeting hall by fire in the Mechanics Bank building Wednesday evening, new efforts are believed to have started.

Names suggested for the ship that Richmond is entitled to name by a successful Liberty Loan campaign are being put in local headquarters daily and a selection of the best ones are being made. The latest one is "Richmond Harbor," suggested by C. T. Fallon, in belief that it would give the local harbor advertising all through the world.

Suggestions that the Richmond chapter of the American Legion construct a building have been submitted to local headquarters and it is expected that steps toward this will be made. The belief is that the Standard Oil company would assist in making the plan a success if it can be started. The present headquarters of the Legion is a place of business but during the past week many improvements have been made without expense until now the place resembles a clubroom. Since there are over two thousand discharged service men in this city the number of members is expected to grow larger daily and as soon as the chapter is organized it is expected to attend.

Under the direction of Dictator Zeb Knott of the Local Order of the Moose, members are preparing for the trip to Vallejo to be made on the 23d and 24th of this month when the Moose will stage an entertainment. Over seventy-five members of the local lodge are expected to attend.

The shipbuilders are represented at the conference by A. S. Dunn of the Bethlehem corporation, San Francisco district; R. A. Hamilton, the Puget sound shipbuilders, and William T. Ross of the Seattle district.

Progress is being made on an amicable adjustment which will undoubtedly be reached before Thursday.

The conference is to be resumed tomorrow morning in the assembly room of the California Metal Trades Association.

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SETTLEMENT OF SHIP WAGE IS EXPECTED

SAN FRANCISCO, Aug. 9.—An ultimatum delivered to the Pacific Coast shipbuilders, who are in conference here on a new shipworkers wage scale, by James O'Connell, executive committee man of the American Federation of Labor, that he would leave there next Thursday, is expected to bring to an early decision the new wage scale, to be effective after October 1, which will replace the Jones award.

O'Connell, who is chairman of the executive conference committee, representing 14 international offices and 200,000 workers on the Pacific Coast said tonight:

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The conference is to be resumed tomorrow morning in the assembly room of the California Metal Trades Association.

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MUSIC-DRAMA FEATURES AT U. C. PLANNED

BERKELEY, Aug. 9.—Plans for a season filled with unusual attractions which will bring many distinguished artists to Berkeley have been announced by the Greek Theater by Professor Samuel H. Hume, head of the University of California music and dramatic committee.

Gluck's "Orpheus," produced last year under the direction of Paul Stenforth, choragus in the University of California, again will be staged in the Greek Theater during the latter part of August under the auspices of the music and drama committee. It is announced by Hume.

Chile and U. S. to Swap Educators Californians Are First to Go South

BERKELEY, Aug. 9.—Making an important step in the cementing of friendly relations between this country and South America, official advice reached the University of California this week of the ratification by the government of Chile and the University of professors and instructors between the United States and the South American republic.

Plans for the exchange of savants were formulated by the University of California committee on Hispanic relations and have been made effective by official decree of the government of Chile through its minister of public instruction, Pablo Ramirez. An appropriation of \$12,000 for the coming year has been provided under the decree signed by President Sanfuentes of Chile.

Both the president of the University of Chile, Domingo Amunategui, and the minister of public instruction have announced their readiness to receive as the first exchange professor from the United States Professor J. Chapman Stephens, professor of Hispanic American history in the University of California.

Chile's official ratification of the exchange professor project marks the first definite result of plans of the late Professor H. Morse Stephens whereby the University of California was to become a center for exchanges of professors and students with the leading Hispanic countries of the world, and for the study of the history and contemporary problems of Spain and Portugal, and more particularly of the Hispanic republics.

It was largely due to the death of Professor Stephens that the proposed exchange of Professors Rafael Altamira of the University of Madrid and Professor Hector Bolton of the University of California for 1919-20 was postponed.

Professor Stephens had also been instrumental in opening discussion with a view to the exchange between the University of California and the National University of Mexico.

A committee of distinguished educators from the Chilean republic, headed by Dr. Don Pedro Aguirre, arrived in Berkeley early in January of this year and proposed a series of permanent exchanges not only of professors of universities, but also of teachers of high schools and technical schools, including women as well as men. Senior Aguirre's committee further proposed to make use of the University of California as a clearing house whereby the university authorities should arrange for all exchanges in this country. Approval of this plan was announced by President Deni. Ide Wheeler on February 21, 1918.

Professor Chapman was designated as the first exchange professor. At that time President Wheeler wrote to Professor Aguirre:

"I am very glad that this arrangement can be made. It should be mutually advantageous to the educational systems of the two countries, and promotion of good will and friendship between Chile and the United States."

It is this arrangement which by decree of President Sanfuentes of Chile now becomes effective.

Qualifications of the exchange professors and instructors were announced this week by the University of California Committee on Hispanic Relations of which Professor Chapman is chairman.

"The exchanges are by means to be limited to professors of the University of California or even to teachers in the schools of the state. An earnest effort will be made in every case to select the candidates who will best serve the purposes of the exchange."

"In each year there are to be not less than two or more than four exchange professors or instructors from each country, of whom one at the most is to exchange with a professor of the University of Chile, however, the exchange of the other set will be limited to two from Chile and the United States respectively."

"It is absolutely essential that exchange professors and instructors shall be able to speak the language of the country in which they are to teach; ordinarily the teachers of the secondary will be called upon to teach English, unless they have the training enabling them to teach such technical subject as manual arts, agriculture, etcetera. More latitude as to subject-matter will be allowed to the exchange professors."

"A second essential for candidates is that they shall come from a suitable school with which the exchange can be arranged. The plan is for each country to pay the salaries and expenses of its own exchange professors and instructors, while the country to which they are sent receives their teaching free of charge."

It is to be noted further that the Chilean school year begins in March and ends in December. This means that instructors from the United States will take out their leaves of absence to begin in January, at which time the instructors from Chile will arrive to take their places."

While Professor Chapman of the University of California will be the first United States exchange professor, it is said that first exchange instructor will be E. M. Gregory of the San Francisco Polytechnic High School. His appointment it is stated, would be particularly fitting because of his thorough knowledge of Spanish and because of his relationship to distinguished Spanish Californian family. His grandfather, William Hartnell, one of the most distinguished men in California during the Mexican era, resided in Chile prior to coming to Alta California in 1822. He was related by marriage to the famous De la Guerra family.

Leave of absence has been granted to Professor Chapman as exchange professor from January, 1920, to January, 1921.

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PRESIDENT MAY DEDICATE PARK

BERKELEY, Aug. 9.—Advices considered virtual assurance that President Wilson will come to Berkeley to dedicate Live Oak park in this city during his tour of the west, have been received by Mayor Louis Bartlett.

While the coming of the President is not definitely decided upon, advice received by the Berkeley municipal authorities from Washington and from local persons in charge of the chief executive's itinerary in the bay section give hopeful signs of a visit to Berkeley. The fact that Secretary of the Navy Daniels has accepted an invitation to deliver an address at the Greek Theater is expected by Berkeleyans to influence the president's plans.

In preparation for the anticipated visit of President Wilson work is being rushed on a new aviary now under course of construction at Live Oak Park and hundreds of birds will be installed within the next few weeks. The aviary is the gift to the city of a bird lover whose name is known only to the municipal authorities and who has asked that it be kept a secret. An expenditure of several thousand dollars is reported in the new bird haven.

Work is also being supervised by the park commission headed by Professor John W. Gregg of the University of California on the repairing of an outdoor fireplace which was recently partially destroyed by fire.

Should the president consent to dedicate the park, which Mayor Bartlett thinks probable, a brief program probably of fifteen or twenty minutes in length will be arranged in order that his itinerary might not be broken into for too long a time. Devote word as to the exact date of the president's visit is expected shortly from J. O. Davis, collector of the port of San Francisco, who has charge of President Wilson's itinerary for California.

JUDGE SAMUELS WARNS SPEEDERS

Declaring that speeders are most offensive in the downtown district, Police Judge George Samuels announced a vigorous policy for the prosecution of all speed cases that come up in his court. Twelve speeders were arraigned yesterday.

Judge Samuels said he had noticed how motorists were daily violating the laws and driving in the most reckless manner.

"I don't believe traffic conditions have ever been equalled," he declared. "In the business district the motorists totally disregard motor laws. I was standing on a street corner where a mother with a baby buggy waited fifteen minutes for the swiftly moving autos to leave a wide enough breach so she could reach the other side of the street. I was forced to get the traffic officer to assist the woman across the street."

Local Chiropodist
National Officer
Dr. John A. Lesolne of Oakland, president of the California College of Chiropody, was elected fourth vice president of the National Association of Chiropodists at the convention just ended in Minneapolis. Dr. Lesolne failed to get the 120 convention for Oakland, Philadelphia winning by a few votes.

Lieutenant Cook
is Home From War
Lieutenant Frank B. Cook, Jr., son of Mr. and Mrs. Frank B. Cook of Oakland, has returned from France after an absence of sixteen months. Lieutenant Cook went to France soon after the United States entered the war. He was with the Fourth engineers, and since then has been identified with that organization. While in France the young officer saw active service, his regiment participating in four of

the big battles, three of which he was in, being wounded at Ypres, the third battle. After the armistice he was stationed in Germany with the army of occupation. Lieutenant Cook wears the distinguished service medal and the cross de guerre.

FREE

UNTIL AUGUST 16TH, 1919

As an opening introduction to our auto accessory department we will give away FREE OF CHARGE to each purchaser of a tire, a set of 100% efficient HEADLIGHT LENS complying with the new state requirements.

Broadway Tire and Rubber Co.

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Tires, Oils, Greases, Auto Accessories

Sales and Service for Haynes Wire Wheel

A WELL-KNOWN ESTABLISHED LINE OF MOTOR CARS OF PROVEN POPULARITY IS ABOUT TO APPEAR ON THE LOCAL MARKET. IT WILL BE HANDLED AND BACKED BY AN EXPERIENCED CONCERN ALREADY DOING BUSINESS ON THE ROW. THIS IS AN EXCELLENT OPPORTUNITY FOR COMPETENT, SUCCESSFUL SALESMEN TO ALLY THEMSELVES WITH A SOLID CONCERN. APPLY BOX 8678, TRIBUNE.



Clothes Washed BY THE THOR Wear Longer

The Thor washes clothes clean by a vastly superior method—dipping and lifting the clothes in hot soapy water, just as you do your finest garments.

There can be no wear, no tear, no harm of any sort. There's no rub-board to grind away the fabric. That is why all clothes washed the THOR way last at least six times longer. Think of what this means a year! Replacements in household linen are less frequent. These savings alone, more than pay for the Thor.

Turn the switch—clothes are "on the line by nine"—even the wringing is done by motor.

A small payment puts a THOR in your home. FREE—Let us demonstrate a Thor in your home—FREE.

PHONE LAKESIDE 2000 THAT'S US
KIMBALL ELECTRIC COMPANY
526 13th ST OAKLAND
JUST A SP FROM WASHINGTON ST

Reception to Be Given for Pastor, Bride

BERKELEY, Aug. 9.—After a honeymoon spent in the south, Rev. Richard M. Trelease, assistant at St. Mark's church in this city has arrived in Berkeley with his bride, formerly Miss Ruth Walker of Hollywood, well known graduate of the University of California.

In honor of the newly married couple a large reception is planned by the parishioners of St. Mark's church, where Rev. Trelease holds the position of director of religious education. The social gathering will probably be an event of next month, following the opening of college, where Mrs. Trelease claims a wide circle of friends.

The wedding of the young Berkeley clergyman and Miss Walker was a recent interesting event in Hollywood, where the Walker family is prominent. Graduating from the University of California in 1918 Mrs. Trelease was one of the most prominent co-eds on the campus during her four years in Berkeley. During her junior year she was president of her class, while she holds membership in the Alpha Delta Pi Sorority, the Ukelele Club and other campus societies.

Rev. Trelease is a graduate of the class of '18 of the Church Divinity School of the Pacific in San Francisco, coming to this country a number of years ago from England. The young couple have established their home at 2516 Dana street.

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Boys Are Arrested With Stolen Auto

An empty gasoline tank on the stolen automobile, belonging to J. B. Treney, 2512 Fulton street, Berkeley, was an unlucky incident in the travels of two adolescent youths who were arrested by a constable at Danville, Contra Costa county, yesterday.

The machine was stolen August 7 by the parishioners of St. Mark's church, where Rev. Trelease holds the position of director of religious education. The social gathering will probably be an event of next month, following the opening of college, where Mrs. Trelease claims a wide circle of friends.

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We have just installed a set of retread molds of latest efficiency, putting on a non-skid tread design of beauty. This form of retreading does away with heating the bead and side walls of your tires and is decided advantage over the old kettie cure.

Let us retread your next tire and convince you that we can give you the best value of any in the line. We do all kinds of repairs on casings and tubes and positively guarantee all our work.

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GOLDBERG, BOWEN & CO.

On Broadway Next the Post-office. Phone Lakeside 7000

Before accepting substitutes try our store—where

THE LARGEST VARIETY

THE BEST QUALITY

The LOWEST POSSIBLE PRICES

Are maintained under all conditions

JAVA AND MOCHA COFFEE

A blend of finest Sumatra and Abyssinian Coffees

60c lb. 5-lb. can \$3.00

AMBER ROYAL COFFEE

1-lb. can 50c; 3-lb. can \$1.45; 5-lb. can. \$2.40.

Try our Mexican Coffee, lb. 50c.

The kind so popular during the Exposition

NEW JAPAN TEAS

Our teas have that delicious snappy flavor.

60c to \$2.00 lb.

X BEE BRAND

CEYLON TEA

Special 70c lb.

SIERRA MADRE

"Sells on Sight"

That's what Dealers say about this New Cord

BECAUSE—it's the first of the new standard oversize cords—so big that it leaves no room for comparison.

You get a lot more tire, which means much more mileage. The cross-section is wider, the air capacity is greater, there is much more material—rubber and cord. And all these extras don't appear in the price. See why below.

The new extra heavy non-skid tread is another feature that makes this tire "sell on sight." You can see and feel the extra volume of choice rubber. And if you are something of an engineer you can tell on sight that the tread angles *will* prevent skid, slide or spin. Whether you are an engineer or not, you will know as soon as you drive these tires that they have real traction, that they *do* hold the road.

And this cord is as much better inside as it is outside. Firestone builders soak the cords in rubber so they become saturated. Then they put an extra coat of gum between the layers of cord.

It not only "sells on sight" but it delivers mileage and the kind of service that wins permanent users.

How Can Firestone Give So Much More for the Money?

BECAUSE—Firestone is building more mileage per dollar into tires than other makers. And that is because Firestone has done big, practical things in the way of organizing man power and capital.

The 16,000 Firestone workers are doing more per man than the workers in any other organization, so far as we can determine. They are putting more into their work because they are getting more out of it—the things that make for happiness, efficiency.

Over 90% of them own stock in the company.

Thousands own their homes; Firestone Park is the "fireside" of Akron.

So, whether it is the Firestone man in Singapore buying rubber and shipping it direct, whether it is the tire builders in the great Firestone factories at Akron or the men in the field serving you through your dealer, you can count on it that they are giving car-owners most miles per dollar—bigger value this year than it has ever been possible to deliver before.

Let your dealer show you this Firestone Cord.



This is the

Firestone

Year

This Painless Surgery Is Simple No Chloroform or Ether Is Used

NEW YORK, Aug. 9.—A method of performing operations painlessly is so simple, as explained by Dr. A. L. Sures, of New York, in the Journal of the American Medical Association, as to provoke wonder that it has not come into common use.

Nether chloroform ether nor any of the common kinds of anesthetics is employed, yet the patient, fully conscious, is afflicted by no pain, says Sures, who served in Italy's principal military hospital at Milan.

In more than 2,000 operations performed under the painless method, hundreds of which led to explorations and incisions of the lungs, no untoward after effects resulted.

The following description was given:

"A dry, sterile scalpel is dipped in pure phenol carbolic acid. The point of the back of the scalpel is incision, so as to make it with the

passed over the intended line of incision. A few seconds later the scalpel is dipped again in the phenol and the incision is made very slowly and gently the scalpel being moved up and down in cutting with a saw. When blood appears a sponge is used or blunt retractors are applied if necessary the scalpel being dipped in pure phenol as often as required.

In this method a film of phenol is deposited on the blade. This film comes in contact with the tissues as they are cut thus anesthetizing them. This film is rubbed off in the tissues or washed off by the blood through which the blade passes, and therefore has to be renewed by dipping the scalpel in the acid as often as necessary according to the depth of the incision to be made.

The method described is expected to prove of great value where the use of local or general anesthetics is for any reason inadvisable or impossible.

The East Bay
Cities'
Most Complete
Boys'
Shop

Everything
For
School
or Dress
Wear

Two
Weeks
Before
School
Opens!

Does
Your
Boy
Need
Suitable
Clothes?

A GREAT SPECIAL VALUE
IN
BOYS' SCHOOL SUITS
IS OFFERED YOU HERE

WAIST-SEAM OR NORFOLK MODELS IN THE
NEATEST STRIPES AND MIXTURES

STYLED RIGHTLY—
TAILORED HONESTLY

\$7.95

AND PRICED SPECIALLY AT

BOYS' CORDUROY KNICKER PANTS

Strong and Durable, **\$1.50 \$2.00**
all ages

BOYS' BLOUSES **75c** | SCHOOL CAPS **\$1.00**

Money-Back Smith.
COR. WASHINGTON & 13th STREETS
S & H. Green Trading Stamps Free with every purchase

DO YOU WANT MODERATE PRICES and EASIEST CREDIT?

—You do, of course—then you have our secret—that's the reason for the popularity of this store. We point with pride to the thousands of customers who are friends of the Pioneer Credit House of this city. —Now that fall goods are in and arriving by each express, we want our friends to know that the usual low prices and easy credit prevail.

CASH OR CREDIT—ONE PRICE ONLY

SUITS

Serges, Oxfords, Trench
coats, etc. in blue, gray,
brown and of course the
newest shades

COATS

Dolmans, or Wraps—
coats of fur or cloth
in the new lengths and
tempting shade

DRESSES

In Serge, Tricotine, Pen-
lin, etc. in blue, gray,
brown and of course the
newest shades

FURS

Are the most wanted fur
novelties in Coats, Cape
Stoles and Cloaks

WAISTS

Georgette and crepe
styles, voiles and linens

SKIRTS

Attractive models for this
coming fall.

**EASTERN
OUTFITTING CO.**

We Give American Trading Stamps. 581 FOURTEENTH STREET

H. C. CAPWELL CO.

Clay, Fourteenth and Fifteenth Streets, Oakland

H. C. CAPWELL CO.

Prices of New Tricotine, Serge, Velour and Jersey Dresses Begin at

\$25

and reach by easy steps to \$95. Tailored models in the latest styles, materials and colors.

On many of the models the straight lines are broken with tunics, peplums, and in some instances wide bands of military braid.

Tiny buttons, embroidery, tucks, novelty stitching and military braid are most noticeable among the trimming touches on the skirts while the vests, tuxedo collars, and sleeves in varying styles feature the waists.



Fall Afternoon Dresses

Win distinction as much
from the New Fabrics
as the New Modes

Tricotette is ultra-fashionable for Fall, bringing with it its charming rivals of fleur-de-lis, paillette, peau-de-laine, cord-de-laine, satin and georgette.

The newest style feature is the use of wide, dainty laces, gathered from a round neck and falling in graceful fullness to the shoulder line. Skirts may be plain draped, pleated or tunic type as becomes the wearer. Short sleeves are a noticeable style innovation. Bodices have unbroken front line, vest front, surplice drape or pleated lines with tight, kimono, or bell sleeves. Colors: taupe, black, navy and brown.

Superior in design and workmanship. Prices—\$29.50 to \$95. —Second Floor.

Autumn Suits

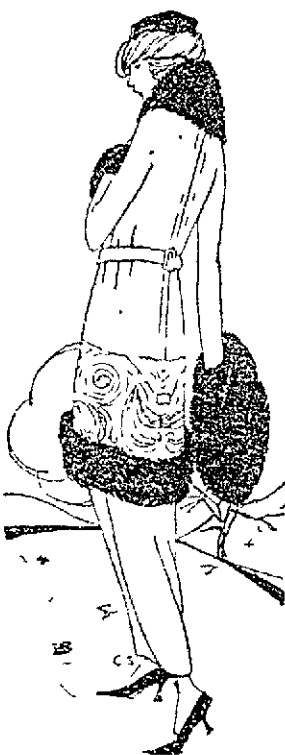
Captivating in their Style Newness

In every feature the New is manifested.

The silhouette of the season gives slender, graceful lines achieved by the longer coats, in straight line effects or slightly belted

Fur crowns the collars, adorns the cuffs, or in whimsical fancy completes a panel or touches the bottom of the jacket here and there. Mole-skin, seal and squirrel dominate. Braiding and buttons further trim them.

Materials are silvertone, chevrons, frost glow, chevron, tricotine, broadcloth and velour in navy, reindeer, brown and black check, titian and black check. Smartly tailored and lined. Prices—\$35 to \$125.



Three Classes Weekly in Lamp Shade Making Tuesdays, Thursday and Fridays

From 10 A. M. to 5 P. M.

Owing to the large numbers enrolled in these classes we have found it necessary to add another day of instruction.

Time now to begin your work for holiday gifts.

—Third Floor.

Advance Fall Shipment of Dress Goods and Coatings

A beautiful lot of new serges, tricotines, broadcloths, coatings, fancy mixtures and fashionable invisible plaids.

56-in. tricotines in navy and taupe—\$4.95 yard.

56-in. French serge in black and navy—\$4.50 yard.

56-in. epingle in navy blue only—\$5.95 yard.

48-in. French serges in navy, black, burgundy, Belgian, forest green, gray and brown—\$3.00 yard.

44-in. French serge in black, navy, brown, Copenhagen, Havana, prune, Belgian, Pekin and African castor—\$2.50 yard.

56-in. coatings in fancy mixtures and invisible plaids—\$4.50 to \$5.50 yard. —First Floor.

Announcing the Great Annual Bedding SALE



Many prices lower than today's wholesale price.
A spectacular event which comes as a culmination
of many months of planning and a special trip East
by our buyer.

Sale Begins at 9 A. M. Extra Salespeople

A great sale in every sense of the word, in the merchandising foresight which caused us to buy heavily right after the armistice on a falling market and avoid the higher costs that came later; great in the quantities and the qualities and great in the savings made possible to you.

In some instances the prices have nearly doubled since we purchased these goods and we are ready this week to give our customers the benefit of the savings to ourselves.

Blankets and Comforters

Save a Dollar on These

White Downap
Blankets
\$3.95

Full size, heavy weight. Very warm and fleecy. A bargain.

\$8.50 White or
Colored Wool
Finished Blankets
\$6.95

These come in white, tan, and gray. Double bed size with wide mohair binding.

50c Pillow Cases
39c

Size 43x36. Of heavy standard quality of muslin.

81x90 Sheets
\$1.59

An extraordinary item. Full double bed size. Extra heavy.

Save a Dollar on

Wool-Finished
Blankets
\$4.95

Full double bed size. Soft and warm and durable. White with pink or blue borders.

\$15 White Wool
Blankets
\$10.95

Extra large in size and weight. Finished with wide silk binding.

\$6.75 Fine Voile
Comforters
\$5.95

Filled with pure white carded cotton and covered with fine voile in dainty pink and blue patterns and silk mull border.

Special! Silkoline
Comforters
\$4.95

Filled with fine quality pure white cotton covered with good silkoline with plain satin border.

\$7.50 White Wool-
Finished Blankets
\$5.95

Double bed size with pink or blue borders finished with wide mohair binding.

\$10 White Wool
Blankets
\$7.95

Extra heavy and warm. Full size with pink or blue borders. Bound in mohair.

Special! Silkoline
Comforters
\$3.95

Extra special value. Full size, filled with pure white cotton. Colors—pink, blue, green and tan.

\$5.50 Satin Finish
Bedspreads
\$4.95

Extra large size. Fine satin finish bedspreads in several handsome Marcellines designs.

Special! Crocheted
Bedspreads
\$2.95

Extra heavy bedspread in Marcellines designs. Full double bed size. Hotel- and rooming houses should be interested in these.

Heavy Crocheted
Bedspreads
\$3.95

Double bed size. Marcellines patterns. An extra good bedspread for everyday use.

Special! Feather
Pillows **\$1.95**

Filled with all new feathers. Free from dust or odor. Covered with good quality ticking. Size 21x27.

Special! Feather
Pillows **\$2.48**

Filled with soft, fine feathers and covered with good quality art ticking. Size 21x27. FINE FEATHER PILLOWS **\$3.45.**

New Georgette Blouses

The new Fall suit would consider any one of these waists a very pleasant companion, indeed.

In Light and Suit Shades

Entirely new ideas developed in heading, embroidery and application of soft, lovely laces. There are many interesting new features in collars and sleeves, and a plentitude of the tailored models. Colors—flesh, beige, white, tan, Copenhagen, navy, and brown; also effective color combinations. Prices—\$5.95 to \$25.00.

PEPLUM WAISTS In the latest Autumn style effects—\$13.95 to \$35.00.

STRIPED SILK WAISTS—In jersey, soft taffetas and pongee, high or low collars—\$6.95 to \$12.50.

CRPE DE CHINE WAISTS—In flesh and white. Fancy or tailored models—\$5.95 to \$12.50. —Second Floor.



Newcomers in Silk Underthings

Soft, silken undergarments that will please Milady's sense of beauty—and appeal to her practical side as well. For silk garments wear sturdily and save on the laundry. Crepe de chine and wash satins allied with laces, insertions, embroidery and ribbons compose them.

ENVELOPE CHEMISES \$3.95, \$4.95 to \$10.95.

CAMISOLES from \$1.25 and up.

NIGHTGOWNS priced at \$5.95 and up.

PAJAMAS priced \$6.95 and up.

WASH SILK PETTICOATS with elastic top and wide flounces. In white and flesh, \$3.95 to \$5.95.

SILK PETTICOATS in rich Autumn shades. Of all-jersey, all-taffeta and jersey tops with taffeta and messaline flounces. Well made and good quality. Prices \$5.00 to \$13.50. —Second floor.



Agents for
Butterick
Patterns

Capwells
Clay, Fourteenth and Fifteenth Sts.

New Phoenix Silk Hosiery

In black, white and Havana brown. All reinforced and deep garter top.

Seamless—\$1.35 pair. Fashioned foot—\$2.50 and \$2.60 pair.

Phoenix Sport Hosiery

Fine wool and cashmere hosiery for college, tramp-ing, etc. Same with striped tops and ribbed effects. Also very smart styles with turnover tops. Prices—\$2.50 and \$3.50.

Phoenix Socks for Children

In plain white, black, and brown, and white with fancy tops. Prices varying from three pairs for a dollar to 50c and 65c pair.

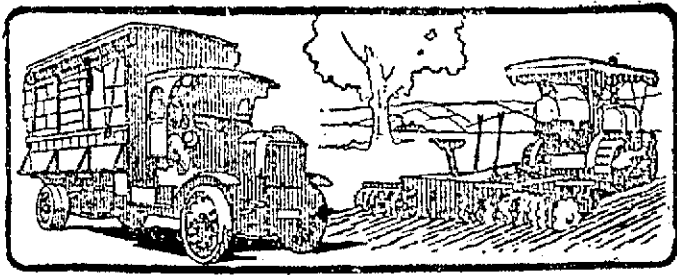
Pacific and Royal Society Package Goods

Women will rejoice in these goods this season. They are lovelier in quality and design and a little less in price.

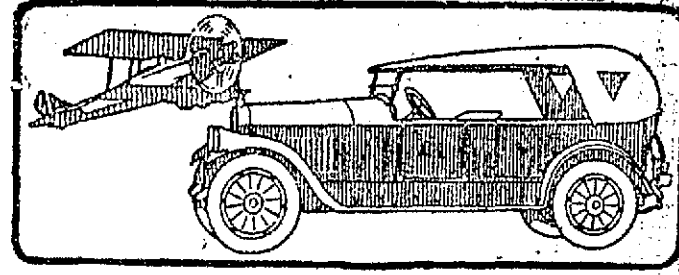
Included are many novelties for home adornment and for holiday gifts such as boudoir pillows, hot roll cases, library scarfs and pillows, necktie racks and cases, collar bags, telephone screens and pads, work bags, pin cushions, etc. Prices range from—25c to \$4.75 each. —Third Floor.

New Designs in Ribbons For Fancy Work

Handsome ribbons for vestings, bags and millinery in a gorgeous array of colorings. Tapestry ribbons, metal brocades, silk-and-metal embroidered effects and moires—\$1.75 to \$22.00 yard. —First Floor.



Oakland Tribune Automotive Section

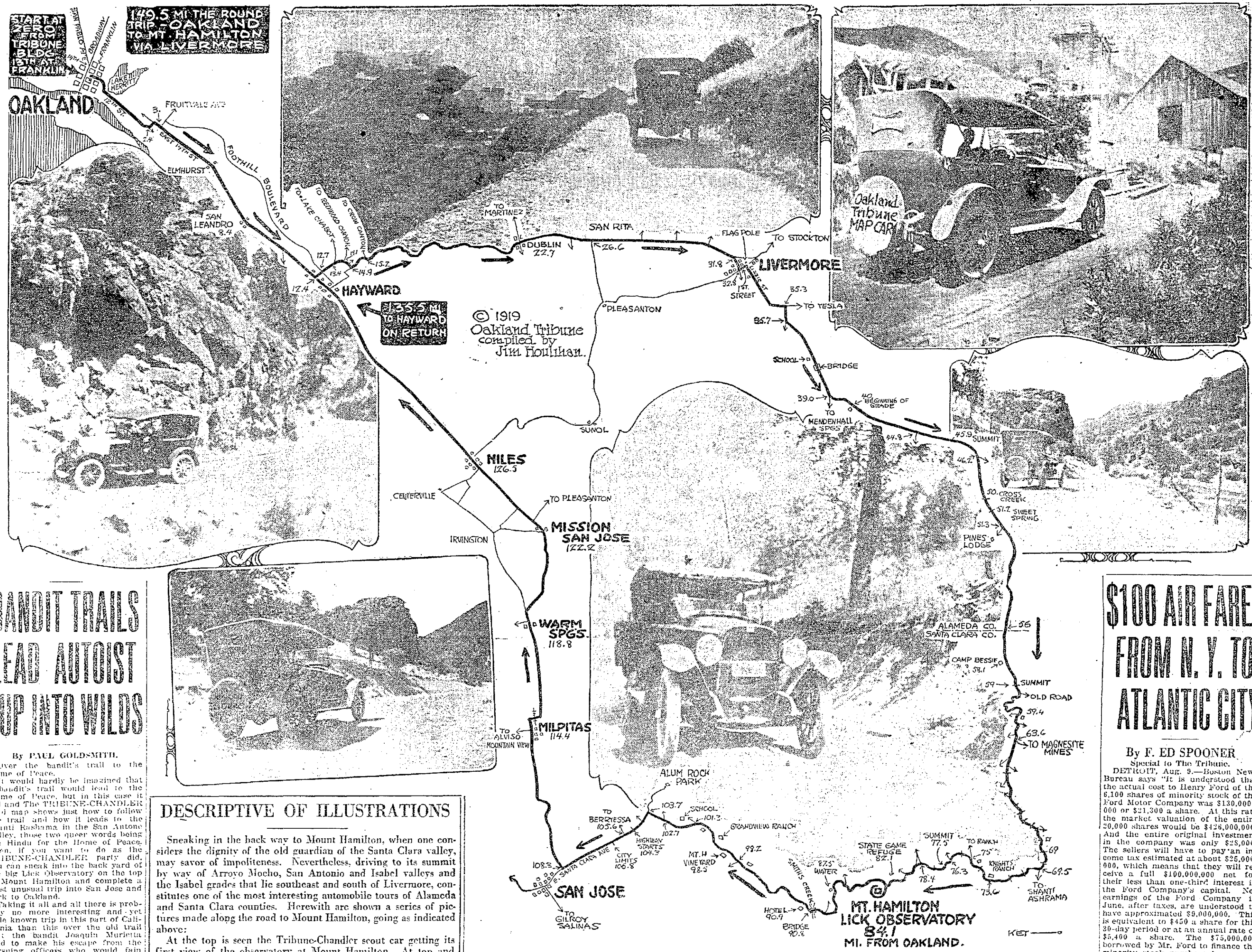


VOLUME LXXXI.

OAKLAND, CALIFORNIA, SUNDAY MORNING, AUGUST 10, 1919.

NO. 175.

Arroyo, Mocho and San Antone Valleys to Mt. Hamilton---Trip of Unusual Interest



BANDIT TRAILS LEAD AUTOIST UP INTO WILDS

By PAUL GOLDSMITH.
Over the bandit's trail to the Home of Peace.
It would hardly be imagined that a bandit's trail would lead to the Home of Peace, but in this case it did and The TRIBUNE-CHANDLER road map shows just how to follow the trail and how it leads to the Shanti Ashrama in the San Antonio Valley, those two queer words being the Hindu for the Home of Peace. Then, if you want to do as the TRIBUNE-CHANDLER party did, you can sneak into the back yard of the big Lick Observatory on the top of Mount Hamilton and complete a most unusual trip into San Jose and back to Oakland.

Taking it all and all there is probably no more interesting and yet little known trip in this part of California than this over the old trail that the bandit Josiah Murietta used to make his escape from the pursuing officers who would have captured him for his misdeeds. Josiah Murietta is a name that they still use to frighten children with in some of the interior valleys of California, for it was not so many years ago that this famous bandit reigned from Martinez on the north to Livermore on the south and over in the San Joaquin. In these valleys he used to lay his trail upon the rich ranchers or drive off their fat cattle, and when he was pursued, he would make his escape to the southward into mountains that were unknown then as little known even now. His favorite trail for escape ran southward from Livermore up the Mocho creek, over the hills and mountains to the San Antonio Valley, where he was safe from pursuit.



DESCRIPTIVE OF ILLUSTRATIONS

Sneaking in the back way to Mount Hamilton, when one considers the dignity of the old guardian of the Santa Clara valley, may savor of impoliteness. Nevertheless, driving to its summit by way of Arroyo Mocho, San Antonio and Isabel valleys and the Isabel grades that lie southeast and south of Livermore, constitutes one of the most interesting automobile tours of Alameda and Santa Clara counties. Herewith are shown a series of pictures made along the road to Mount Hamilton, going as indicated above:

At the top is seen the Tribune-Chandler scout car getting its first view of the observatory at Mount Hamilton. At top and right is an excellent view of the magnesite mines bunks with the Chandler in the foreground. Left top, depicts a scene en route, as do also the lower left and lower right photos, giving a very clear idea of the grandeur of the country through which this trip carries the motorist. At the bottom and center is the Tribune-Chandler in a position at the county line dividing Alameda and Santa Clara counties.

New Laws Being Slowly Observed Light and Signal Statute Rigid

Motorists throughout the Eastbay district are not preparing to meet the provisions of the new motor vehicle law to the same extent as owners in other districts throughout California. Such, at least, is the declaration of men connected with various branches of the accessory trade who are supposed to be in close touch with developments since the amended laws became effective July 22.

In some instances there has been a big demand for lenses of various approved types, yet a survey of cars on any street impresses the observer that less than 30 per cent of motor car owners have taken steps to adjust lights in conformance with the present statutes.

Motor car dealers claim that the last few days of grace prior to rigid

WILL REPORT ON ROADS NORTH FOR TRIBUNE

William Hanchett, used car manager of the Lou H. Ross Company, started on a motor tour to Seattle yesterday. He will be gone about ten days.

Hanchett has been detailed by The TRIBUNE Touring Bureau to log the routes north and to make reports of road conditions as he finds them.

Constant highway changes in the northern end of California and in Oregon and Washington render necessary frequent investigations of touring conditions. Hanchett's bulletins to The TRIBUNE, therefore, will be of interest.

The first of these will be received in time for publication next Sunday. A Chalmers touring car is being used.

Tire Dealers Warned Of Swindler's Work

Tire dealers throughout the country have been warned by the United States Tire Company to beware of a swindler who has been operating for several months in the West. Sometimes ago this man operated in Nevada and California under the name Frank R. Anderson. Recently a man using the same methods has worked successfully in Arkansas, Kansas and Oklahoma under the name R. C. Conant. It is presumed that Anderson and Conant are one and the same person.

—and remember that!!

CAL. AUTO TRADE ASSN. TO MEET IN SACRAMENTO

The Northern Division of the California Automobile Trade Association will meet next Saturday at Sacramento for its monthly discussion of trade affairs.

The Alameda county organization, headed by President Ernest E. Fetter and Secretary Robert Martland, will send a good-sized delegation to the Capital City.

The Sacramento meeting will witness the inauguration of craft

Hydrometer Should Be Kept in Case

The hydrometer, which every careful car owner uses constantly on his battery, is easily broken and it is somewhat of a problem to know where to keep it. The best way is to keep it right in the wooden case in which it comes and to attach metal straps to the wall, into which the case and instrument may be thrust after the car owner has finished his battery test.

or departmental session, in which each branch of the motor car and truck industry will hold separate sessions.

A. G. Kaufman, New York exporter, is the first American to have a 1920 model racing car ready for the Indianapolis 500 mile race of 1920, which will be run under the new 131 cubic inch rules. Mr. Kaufman bought by cable a Baby Peugeot with a record of 108 miles an hour on the Crook lands track. It is now being given trials at Sheepshead Bay by George Boillot, the French driver, who appeared in the last Indianapolis race.

General Motors Truck Company
(Continued on Page 10)

ZENITH
CARBURETORS
NO ADJUSTMENTS—NO TROUBLE
THE LIBERTY MOTOR CARBURETOR
Beckman Machine Wks.
Expert auto repairing
3704 SAN PABLO
PIED 5029

COME TO RENO
and divorce your tire troubles with
**KELLY-SPRINGFIELD
TIRES**
L. G. Reno Co.
(Distributor)
Twentieth and Broadway
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W. T. RANCEL
will buy your old tires or allow liberal prices in exchange for new ones
Ajax Tires and Tubes
Retreads Guaranteed
4TH AND WEBSTER STS.
Phone Oakland 679
Work called for and prices given

Rayfield
Carburetors
Official Service Station
ELITE GARAGE
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3963 Piedmont Ave.
Phone Piedmont 201.

VEEDOL Motor Oil
HEAT RESISTING
Federal Tires
GIVE EXTRA SERVICE
Double Cable Base
Cord and Fabric
A. E. BERG
Distributor
2023 BROADWAY
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EXIDE BATTERY DEPOT
All makes of Batteries Recharged and Repaired
ALL WORK GUARANTEED
NIGHT BATTERY SERVICE
The Exide Battery is oversized
IMPERIAL GARAGE AND SUPPLY CO.
1426 Franklin

COOK'S
Non-Skid Rebuilt Tires,
same as new
Distributor
**SILVERTOWN CORD
TIRES**
NORWALK TIRES
Guaranteed 7500 miles
HAVOLINE OILS
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PLACE YOUR
ORDER NOW FOR A
FORD
To Insure Early Delivery
H. M. LAWRENCE
Authorized Agent
12TH AND JACKSON STREETS
PHONE OAKLAND 627

YOU CAN AFFORD
**GOOD-
YEAR**
At these prices
20x3 1/2 plain \$16.95.
22x3 1/2 A. W. \$24.95.
24x4 A. W. \$34.10.
Hogan & Leder
231 11th St., Lakeside 2218
Next Webster and Harrison Sts.

Attention
Ford Owners, have your car
equipped with
OSGOOD LENS
Highest test, most efficient and
best light.
For Sale by
William L. Hughson Co.
24TH AND BROADWAY

MOTOR TRAIN MEN WILL GET FINE WELCOME

"Oakland will have to go some to excel the tremendous receptions and entertainments and parades and color and life and gaiety that has marked the convey to date," writes A. F. Bement, vice president and secretary of the Lincoln Highway Association who is traveling with the United States Army Motor Train in its history trans-continental expedition.

The letter came to Joseph E. Caine of the Chamber of Commerce and California Council for the Lincoln Highway Association and vice chairman of the Civic Welcome Committee of which Jesse Robinson is head.

"Well, Oakland and the east bay cities will let them that it can be done," says Caine.

All of which means that the mighty welcome to be extended to the 200 officers and men of the U. S. A. motor convey when it arrives here August 30 will extend all previous efforts at receiving and entertaining Uncle Sam's fighting men.

FITTING PRELIMINARY.

The event will be a fitting preliminary to the great Fleet Day celebration early in September.

Los Angeles tried to head the convey south at Ely. Urgent request and arguments were presented to Lt. Colonel McClure, expeditionary commander of the convey.

But Oakland, the Lincoln Highway Association won and the motor convey will continue straight across the continent on the Lincoln Highway direct to its terminus in Oakland.

The Civic Welcome Committee has general charge of the arrangements for the reception and entertainment of the men and officers.

Caine, in the absence of Jesse Robinson, will call a meeting of the committee early this week to complete arrangements for the celebration.

Herman Johnson, chairman of the finance committee, E. E. Garrison, Joseph E. Caine and Max Horvath, all have undertaken to secure sufficient funds to provide for the reception and entertainment.

The War Camp Community Service, the Defenders Club, the Chamber of Commerce, the Merchants Exchange and other civic bodies are backing the plans of the Civic Welcome Committee, representative of all the civic bodies.

ARRIVAL DATE CHANGED.

The previous announcement that the convey would arrive on September 1 has been advanced one day. The army motor transport train will be in Oakland about noon on August 30 unless something unforeseen crops up to cause delay.

Lake Merritt and its boating facilities have been turned over to the Civic Welcome Committee for use of the 200 officers and men.

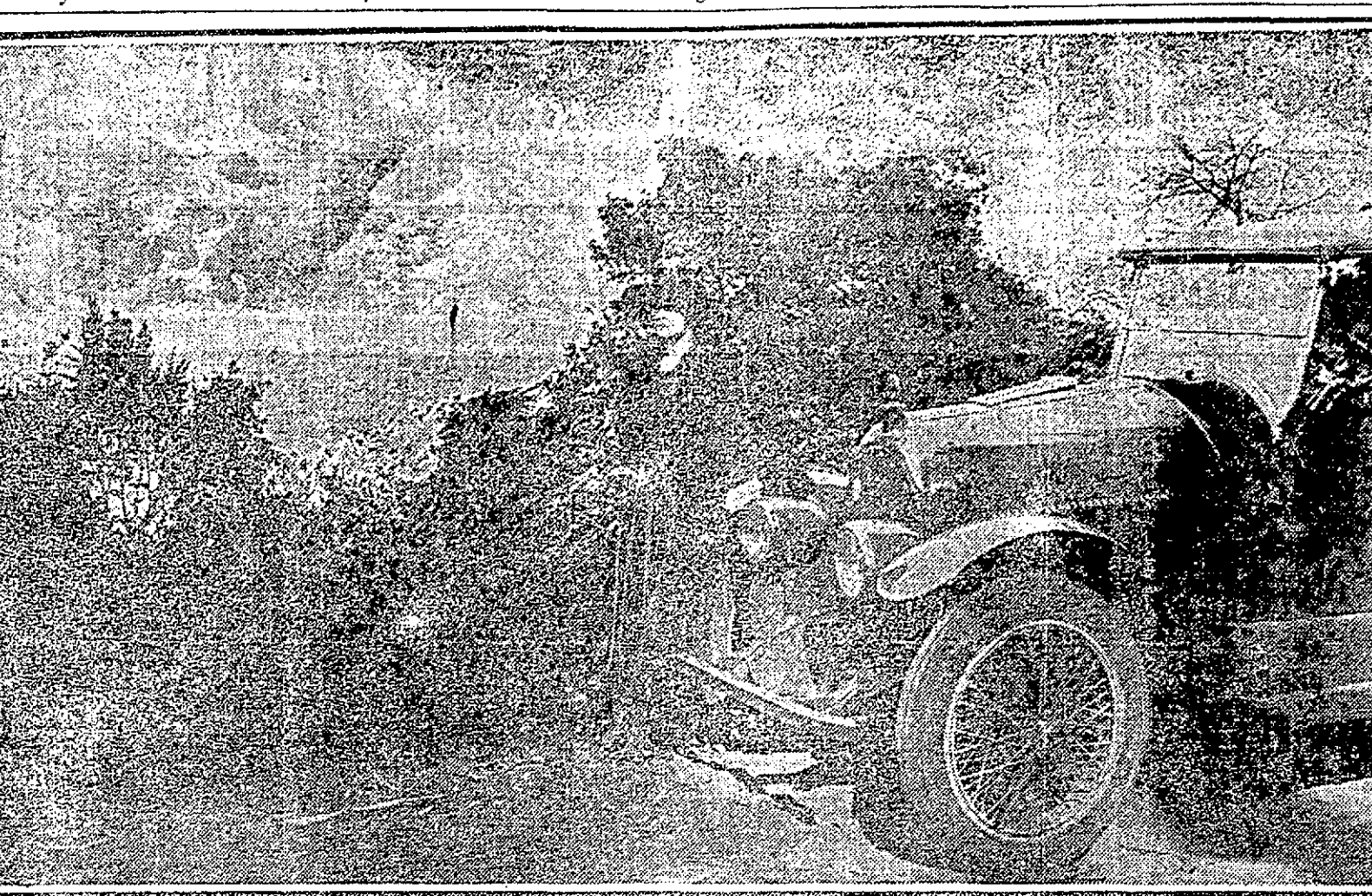
George E. Bennett, H. J. Brown, Mrs. Margaret Elderkin of the War Camp Community Service, Miss Clarissa Tate of the Defenders Club and Mrs. W. M. Alexander, commander of the Red Cross chapter and all their assistants are co-operating.

A turkey dinner will be spread at the Hotel Oakland for the men and officers on Saturday evening, August 30.

The following evening the officers will be the guests of the Chamber of Commerce at a dinner at the Hotel Oakland.

Local amusement houses will be thrown open to the motor conveymen. Altogether it will be a big day.

PICTURESQUE DRIVES NOT FAR FROM OAKLAND ARE TO BE HAD EVER YSUNDAY. ONE VERY CLOSE TO THE city is that to Lake Chabot. A fair Kissel owner is shown alongside her custom built car at this favored spot.



PHIL COLE WILL BUILD NEW HOME

That local motor car dealers are already planning to properly organize on extended scales for the continued growth of the motor car business is apparent from the gossip one hears along automobile row concerning handsome new structures which various local branches and distributors are to construct.

The first definite announcement coming out of the mass of rumors emanates from Philip S. Cole, inc. This organization has already signed a lease for a large building on a site to be announced shortly.

Considerable more floor space will be available in the Cole quarters and its shop will embody the latest approved organization plans which tend to speed up repair and service work.

This firm has had a steady growth during the six years it has been in existence in Oakland and today ranks as one of the largest in the Eastbay district.

While plans are being perfected and pending completion of the new home, the old showroom and office near the corner of Broadway and Webster street has been vacated and the salesroom of the Webster street building, opposite this site, is being used. For the last year the latter building has housed the mechanical department.

The rear portion of the Broadway building will still be used by the Cole company.

A new 1912 light six and light twelve cars, which have been scarce motor vehicles in the last year, will soon begin to arrive in quantities and the structure to be erected should be completed by the time the fall trade opens.

DETECTING POOR RAFFLES.

In the case of a rattling door the defective part can be detected by the simple expedient of holding each in turn while the car is running. Adjustment of the clearance between the spring bolt and its recess will cure the trouble.

—and remember that!!

In Oakland and the East Bay cities, all of which have joined in the celebration.

Over-Filled Auto Tires Spoil Ride Inner Tubes Are Also Menaced

"The matter of inflation," says tire to 70 pounds pressure and put a pump "er up and let 'er rip." And frequently, all too frequently, that is what somebody does, and very often "she" does rip. But the thing that rips is the inner tube.

The riding comfort of a machine depends largely upon two factors, the cushioning property of air and the elastic quality of steel. In addition to these elements, there are of course a few minor parts that help to the same end, such as the unholstering of the seats, but if you are reasonably careful of your tires and give the springs of the car half chance, the comfort of riding will be fairly well provided for.

It is hard to lay down an absolute rule respecting the air pressure to which a tire may be subjected. As a general statement, both front and rear tires may be given at least 15 pounds to each inch of section, the front wheel being capable of withstanding as much as 18 pounds and the rear 20. Thus a 34x4 tire in the front will carry from 60 to 72 pounds and on the rear wheel from 50 to 80. These figures may be influenced by the style of automobile construction, the condition of the road, the weight and distribution of the load, and the experience or ignorance and the care or carelessness of the chauffeur.

Inflation has more or less to do with resiliency, though the latter is finally dependent upon construction and innate quality. Other things being equal, it is better for the strain of the load to fall upon the tire than upon the springs; for if air was ever intended to do anything, medium that people breathe it was surely intended to furnish a cushion on which automobiles might, the more easily ride. If you inflate a

Dim.	Tire	Proper Overload
28 x 2	28 x 2	29 x 3 1/2
30 x 2 1/2	30 x 2 1/2	31 x 3 3/4
32 x 3	32 x 3	33 x 4
34 x 3 1/2	34 x 3 1/2	35 x 4 1/2
36 x 4	36 x 4	37 x 5
38 x 4 1/2	38 x 4 1/2	39 x 5 1/2
40 x 5	40 x 5	41 x 6

BUILDING UP BATTERY POSTS. It is possible to build up battery posts that have worn down by slipping a section of cast iron pipe, cut to the proper length over the old post metal in by means of an acetylene torch. The piece of pipe acts as a cup to hold the new metal as it is melted.



Be Sure to Say "Threaded Rubber"

If everybody said "Threaded Rubber Insulation" when they bought batteries and saw to it that "Threaded Rubber" was what they got there would be a lot less battery grief.

—Far fewer jobs of re-insulation that is so often necessary to get full life out of the plates of an ordinary battery.

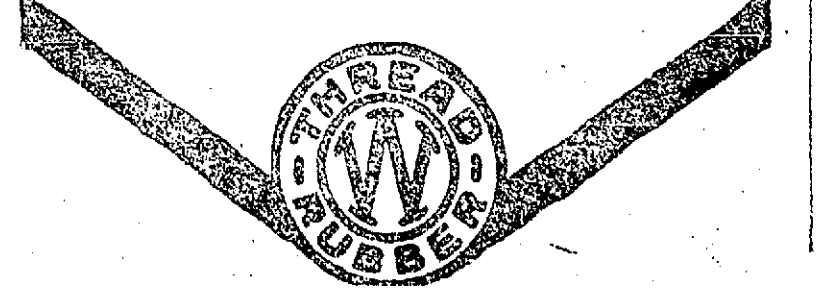
—Assurance of longer battery life.

If your battery is getting to the point where it shows signs of quitting it will pay you to get on the track of Threaded Rubber. Come in, any time and have a talk about batteries.

Ernest E. Fetter
Auto Electric Service Co.
21st and Webster Sts., Oakland
2485 Shattuck Ave., Berkeley
2422-24 Central Ave., Alameda

Fetter Service Better Service

ALAMEDA COUNTY SERVICE STATIONS
EAST OAKLAND—2325 East 14th St. Brak Bros. & Power
SAN LEANDRO—1423 East 14th St. King's Garage
HAYWARD—430 B Street Fred Starr
LIVERMORE—First and L Streets M. Silva



AUTO BEATS TRAIN SCHEDULE IN LONG TRIP ON DESERT

Driving 1972 miles in six days, through the heat of the desert of the south, and all this by a man with artificial limbs, is the record set by H. O. Anderson, of San Francisco, in a Buick.

Anderson, who is a well known manufacturer of artificial limbs, had business to attend to in Holbrook, Arizona, and decided to drive down there instead of using the train.

In making the trip he was gone from home exactly a week. He spent three days each way and one day at Holbrook. He averaged 329 miles a day.

In driving through Arizona, Anderson was delayed by heavy rain storms. He ploughed through mud and slush for many a mile, but his car never faltered. In some places the mud was clear over the hubs and it was sucking.

At Needles all automobiles were stopped by the sheriff and ordered not to cross the desert, on account of the intense heat. Anderson had an army officer with him and the sheriff let him pass on that account. He made it without trouble and without overheating the car.

"We had a rather unusual trip and the Buick pulled us through with no trouble," Anderson told R. P. (Bob) Thompson, general manager of the Howard Automobile Company.

"I made the journey because I figured that I could beat the time of the railroads and make better connections and yet have a good vacation."

"I drove for three days, trans-ferred for a day and then drove home."

"The roads in Arizona are far from being boulevards, but they are not as bad as they are advertised. Of course, the desert mud, after a rain, is awful. The rains there are not as gentle as we know them in California. The skies simply turn upside down and drop water in car-load lots. The roads become seething masses of water and mud in a moment. Canyons that were dry an hour before became raging torrents. Then the sun comes out and the drying starts. It is all over in a short while but it does a lot of harm to the roads."

Slight Bumps Are Dangerous to Car

The average car owner does not realize how slight a bump may have a disastrous effect on the car's mechanism. The writer recently found a case where a comparatively slight bump against the curb bent a rear axle shaft, and this in turn caused excessive wear of the inner face of the right and roller bearing, so that the entire bearing had to be replaced.

Rest Adds Months to Auto Tire's Life

For the man who wants to get maximum mileage from his tires, the habit of using a spare tire to afford regular changes, beginning at the right front and progressing around the car, is a valuable one to form. In this way each tire gets a week's rest in four, during which time it should be more overhauled and have any cuts and abrasions vulcanized.

—and remember that!!

—and remember that!!

Motor Convoy to Parade in Triumph Autos Arrive Same Day as Fleet

From the hour the Motor Transport Corps, now en route from Washington, D. C., to San Francisco, under government auspices, crosses the boundary line of the Golden State its progress will be something in the nature of a triumphal procession.

According to present plans, in which city, county, state and Government officials, civic bodies of San Francisco and Oakland and Dodge Brothers representatives at various points are co-operating, not only does a truly Californian welcome await the arrival of the transcontinental pilgrims at the gateway of the state, but at every center of population demonstrations have been prepared showing the public to be appreciative of the real significance of the event—coast preparedness in the event of enemy attack by land or sea. In fact, it is deemed altogether probable that the reception to the fleet and the Motor Transport Corps in San Francisco can be merged, owing to their arrival being on the same day.

It is thought likely that Governor Stephens and numerous other officials, as well as United States army officers will be taken to the border line in Dodge Brothers cars by the Miller Automobile company of Sacramento, which is working hard in hand with officials and civic bodies to make the reception of the corps a grand success. In view of the importance of the event, from the standpoint of Dodge Brothers, whose cars are conveying the corps, it is also likely that among those greeting the officers and enlisted men at the state line will be J. E. French, district representative of H. O. Harrison Company, Oakland, and J. H. Williams, sales manager of Dodge Brothers department, H. O. Harrison Company, San Francisco.

The plans for features of the welcome along the line from Stockton to Oakland have been tentatively laid by the Lincoln Highway Committee of the Oakland Chamber of Commerce and the Civic Welcome Committee, with Secretary Eugene Bowles of the Publicity Bureau of the Chamber actively in charge. They contemplate a trip from the East Bay city to Stockton by Mayor Davis, city and county officials, army officers and representatives of Dodge Brothers, the entire delegation being carried in Dodge Brothers cars.

TIRE TRADE IS BEST BAROMETER

The barometer of tire sales conclusively prove that August and September are the favorite vacation months for California motorists.

"Before a man starts on a vacation trip he looks after his tire equipment, and I have found that August and September sales always lead because of the added business from this source," said James J. Power, of the Power Rubber Company.

"Many prefer to go in August because of better climate, or because the Yosemite is more beautiful at that season. Others prefer September, because that is usually one of our hottest and driest months. At any rate, these are the two months when the peak of the vacation tire trade comes."

—and remember that!!

—and remember that!!

TIRE QUALITY AND ECONOMY FOR MOTORISTS

STANDARD MADE TIRES AT CUT PRICES
We Save You 35% to 50%
On Tires and Tubes and guarantee satisfaction.
Buy where you have over 30 standard makes to select from

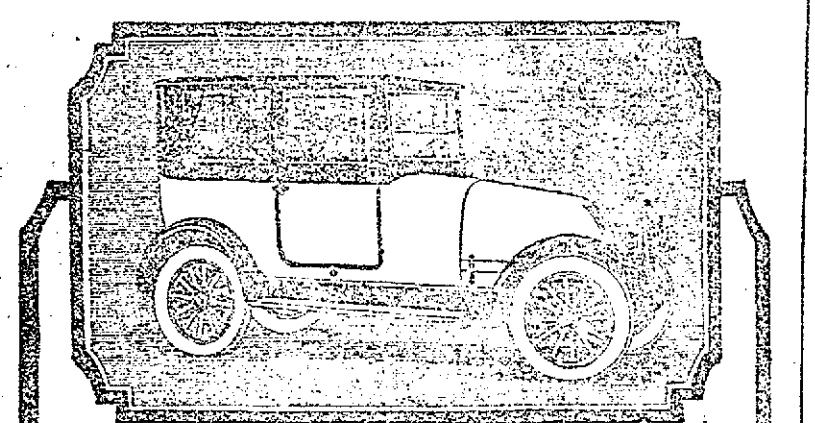
IN FIRSTS AND FACTORY SECONDS

Size	Plain	Non-skid	Size	Plain	Non-skid
30x3	\$10.45	\$12.00	32x4 1/2	.....	\$26.75
30x3 1/2	12.65	13.50	33x4 1/2	.....	34.00
31x3 1/2	.....	14.25	34x4 1/2	\$24.85	27.50
32x3 1/2	13.75	15.00	35x4 1/2	27.25	27.50
31x4	15.50	17.75	36x4 1/2	26.50	27.00
32x4	16.50	23.10	.....	33.65	30.00
33x4	17.50	23.75	.....	35.75	29.75
34x4	19.75	23.75	.....	37.25	30.00

30x3 1/2 Non-Skid 6000-Mile Guaranteed Tire \$16.75
We can save you money on guaranteed tires.
Shipments made anywhere by express or mail subject to examination.

OPEN SUNDAYS 9 TO 12
STANDARD TIRE SALES CO.
2157 Broadway, Cor. 21st Street
Lakeside 4712 --- Oakland, Cal.

TUBES



THE FRANKLIN CAR

SINCE 1902, when the first Franklin car was built, the guiding thought back of its construction has been toward long life, economy of operation and easy riding!

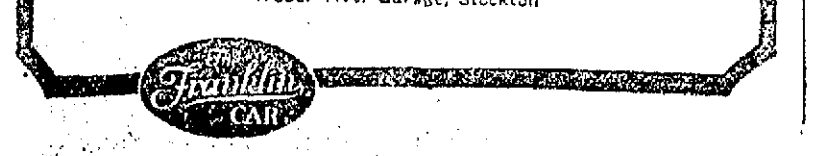
That Franklin engineers and designers have been successful in their purpose is proved by the fact that the Franklin is today most economical of all quality cars, that its re-sale value is unusually high and that it is noted for its comfort features, light weight, direct air-cooling, full elliptic springs and wood frame—all contribute to these results and have helped to establish Franklin supremacy in the quality car class.

Franklin owners endorse their cars and declare that they consistently get:

15,000 to 20,000 miles to the set of tires.
20 miles to the gallon of gasoline
50% slower yearly depreciation

Franklin Motor Car Company
2530 Broadway, Oakland Phone Lakeside 4100
E. W. HAMMOND, Mgr.
1635 California St., San Francisco Phone Franklin 3919

DEALERS:
W. I. Elliott Co., Sacramento
Houts-Moulton Co., Santa Rosa
Weber Aves. Garage, Stockton
Posner Motor Sales Co., Fresno
Franklin Motor Car Co., San Jose



THE UNIVERSAL CAR

Out of the more than 3,000,000 Ford cars now in use, about 60% have been sold to farmers. Probably no other one thing has brought to the farm so much of comfort and profit as has the Ford car. It has enlarged the social life, doubled the facilities for marketing, brought the town next door to the farm, multiplied for the farmer the pleasures of living, and by the same token the Ford Touring Car has brought just as much pleasure to the residents of the towns and cities, because it is an every day in the year utility, answering the demand of quick transportation at low expense. A family car without an equal in low cost of operation and maintenance. We solicit your order for one. We have the full line of Ford cars. We carry the genuine Ford Parts, and assure you the best in mechanical service and the most reasonable prices.

E. C. DICK, 2424 Central Avenue, Alameda.
ELMHURST GARAGE, 9327 East 14th Street, Oakland.
WILLIAM L. HUGHSON COMPANY, 21th and Broadway, Oakland.
H. M. LAWRENCE, 207 Twelfth Street, Oakland.

JOS. PIEROTTI & SONS COMPANY, 426 Sixth Street, Oakland.
SAVOY GARAGE, 3069 East 14th Street, Oakland.
NELSON N. SCOTCHLER COMPANY, Durant and Shattuck, Berkeley.
E. I. VEITCH, 2820 Broadway, Oakland.

SKYLINE TRIP IS ACID TEST FOR NEW CARS

Oakland's Skyline boulevard is justly famed as one of the most beautiful of the scenic attractions on the western coast and a thousands of motorists pass over it every week. It is also known as a "testing out" route for automobiles, and it is a matter of common occurrence for the prospective purchaser of a car to inquire of a salesman, "Will it climb the Skyline boulevard in high gear?"

When it comes to a grilling test of the power of a machine in high gear, however, the Skyline boulevard, in the common acceptance of the term, which refers to the approach by the Tunnel road, is "easy" in comparison with the East Oakland approach by way of Moraga avenue. This route is the terror of salesmen, who as a rule are exceedingly thankful that it is not nearly so well known as the Tunnel road approach. It takes supreme confidence in a car to essay the feat of climbing this tortuous highway in high gear.

WOMAN PILOTS CAR.

The feat of the Essex car in this respect speaks for itself, as it has not only negotiated the steep crooked grade "in high" but has done so with the driver, a woman of average size and two half-grown children as occupants. The accomplishment of this stunt in such circumstances is as good testimony for the hill-climbing ability of the sturdy little Essex as any it has ever been called on to perform.

The distance to the sun from where the East Oakland approach proper begins at Moraga avenue is about two miles. There are no straightaways worthy of the name in the road and comparatively few slight grades until the summit of a mile of the summit, where the swing is made into the descent leading to the Tunnel road.

RIVALRY OF SALESMANSHIP.

E. E. ("Pat") Gleason, Essex salesman for the C. Harrison Co., Oakland, was the first driver to essay the feat with three passengers. The news of his success proved an incentive to H. W. Tibbs, Jr., the other Essex salesman in the competition. Tibbs, however, was not to be outdone by his rival. He, too, will perform the most difficult feat affords much amusement to the other members of the automobile organization.

"Pat" Gleason can climb that grade with a woman and two kids as passengers, so can mine," declared Tibbs.

Moreover, he took two friends of about the same weight as Gleason's three passengers in his car and made good on his declaration. Both drivers admit that it took all their knowledge of the cars they used and how to handle them to attain the summit in high gear.

50,000 MILES IN TEN MONTHS WORK

In eleven months a five-ton Pierce-Arrow truck owned by the New England Motor Transportation Company, used exclusively in long-distance haulage between all New England points, traveled 50,000 miles from July 2, 1918, when it was put into operation, until May 1, 1919, when it was made out of it. The total repair expense it is claimed, was less than \$200, a careful attention having been given to lubrication. The included the cost of new brake linings, valve grinding and other normal adjustments.

It operated usually seven days a week, and for many periods 24 hours a day, drivers working in two and three shifts for six weeks the truck was never in a garage. For three weeks during the winter the radiator never got cool. Nearly 10,000 miles a month was covered in hauling miscellaneous freight from one point to another in New England.

Although rates considerably less than regular express schedule are charged, the profits of the trip are rapidly wiping off the original cost of the vehicle.

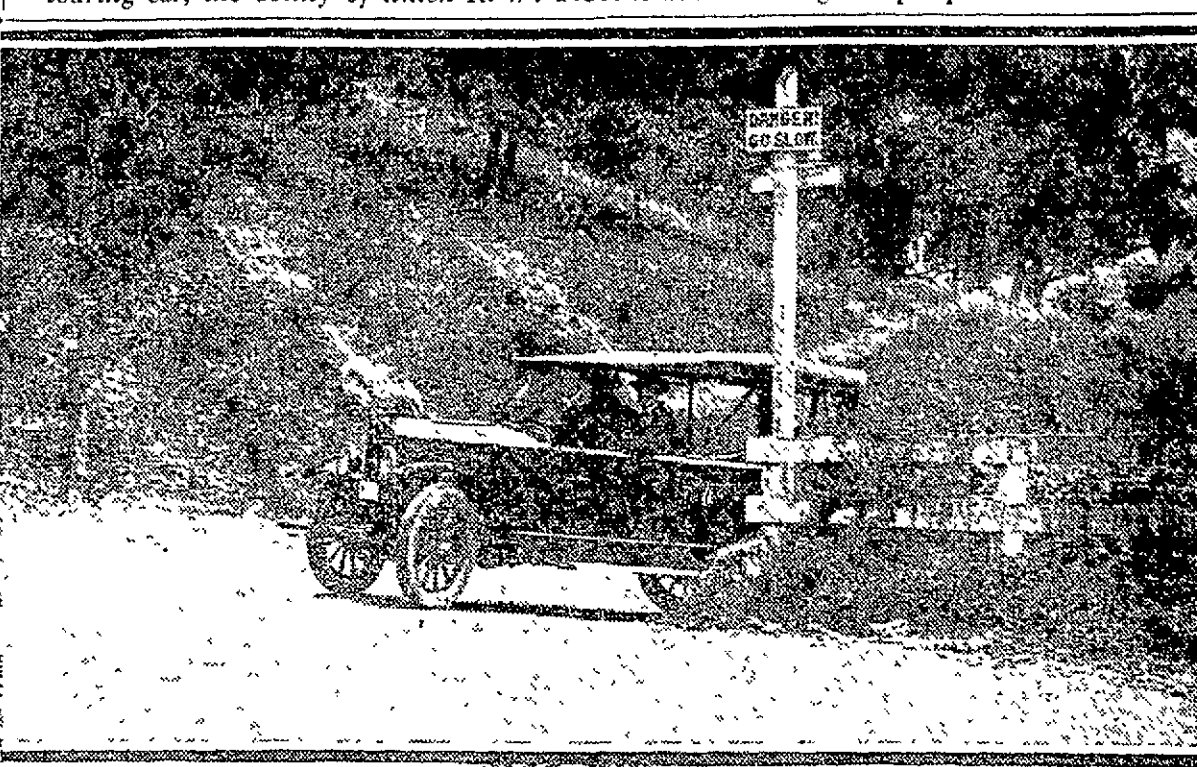
13,000 Miles for Set Of Tires; Still Going

An example of what a little care will do in the matter of using automobile tires is afforded by the experience of S. E. Crocker, of Route 1, Mont. He is using an Oakland car and is particularly careful that his tires are run at the proper inflation. He states that with just a little extra care the set of Goodyear tires now on his car have run 13,000 miles and look good for many more miles.

GOODRICH CO. LISTS PLANT.

The B. F. Goodrich Rubber Tire Company has leased a six-story concrete and steel building built at Hoboken, N. J., and will utilize it as an export and Atlantic seaboard distributing station.

CLIMBING THE SKYLINE BOULEVARD ON HIGH FROM THE EAST APPROACH TO THE scenic drive is the present popular demonstration stunt. About to make the grade is an Essex touring car, the ability of which R. W. Tibbs is demonstrating to a prospective owner.



PRICES WOULD BE HIGHER BUT FOR AUTO TRUCK

Speaking of the high cost of living—has it ever occurred to you, Mr. Citizen, that the cost of living would be much higher if there were no motor trucks in use? Ten chances to one it has not.

Experts all over the country agree that transportation charges are a huge item in the cost of living. When the railroad brotherhood asked an increase in wages last year, and it was granted them, the cost of living took another jump.

"Trucks are the solution of the transportation problem to a greater extent than most persons realize," says Clifford A. Williams, vice president of the Western Motors Company, distributors of Kessel cars and trucks here.

The general impression has gone out that motor trucks are competing with the railroads. They are co-operating with the rail lines and competing only in isolated cases.

Trucks are gathering the produce from the farms hauling it to the railroad heads and the railroads distributing it to points long distances away.

In the San Joaquin valley today they are gathering a fruit crop. Most of this fruit is hauled by trucks from the orchards to the refrigerator cars and sent to market. Truck haul part of the crop to the cities of course for current consumption but their greatest effort is being put to work hauling to railroad terminals.

INTERSTATE PLAN TO BLOCK THIEVES

Automobile theft situation is traveling from bad to worse. Theft rates are breaking all records and have already mounted so high as to be almost prohibitive. Methods like Detroit and Chicago suffer most and are in imminent danger of being unable to purchase their insurance at any price. The Automobile Abstract and Title Company of Detroit and Chicago has come forward with what is said to be a real solution of the problems of the future. This company will write abstracts of title for automobiles on the same plan as real estate abstracts at title for automobiles on the same plan as real estate abstracts are now provided for property. It is said that a motor car so protected can not be stolen and sold is the company, by its protective system, makes it impossible to obtain a license in any state. The abstract system operationally and state lines form no handicap.

Every state in the Union is grappling with the car theft problem and almost every state legislature now has one or more bills pending, the object of which are the state registration of cars and more stringent punishment of the thief. Unfortunately organized gangs prefer to operate across state borders for obvious reasons.

Use License Plate to Make Floor Scraper

It is possible to make a very useful floor scraper from an old license plate by attaching the same to the end of a broom handle and placing a cross board to brace the plate. Iron braces from the handle to the cross piece, prevent the head of the scraper from bending. This tool is very convenient for cleaning oil and other messy matter from the garage floor.

I intend to rebuild my car into a speedster and want to know where I can get blue print or plan of speedster body so I can build it without any trouble.

A. I do not know of any one making a practice of selling body plans.

Detroit Besieged by Auto Dealers Factory Output Short of Demand

With the idea in view of securing an allotment of Paige cars and meeting the officials of the Paige plant in S. S. Cummings, sales director of the H. A. Seller company, distributors of Paige cars in San Francisco, went to the factory in Detroit and has the usual tale to tell, of morning, taking along leading matter, besieging the sales managers for cars and not getting them. Cummings returned from the factory last week and yesterday, visited the Paige Motor Co. of Oakland and was a more pleasant reception than dealers from some of the places nearer the factory on account of the long distance which he had traveled. He secured a promise that the factory would ship cars as soon as possible, but could get no definite dates, and no assurances of regular shipments.

DEALERS CAMP IN DROVES.

Dealers are camping in the hotels of Detroit in droves, says Cummings. They come from all parts of the country and stick right close to the plant and wait every carload that comes out. They are all anxious to get their cars and are ready to see the machines loaded.

"There will be no relief from the shortage for a year at least," factory men figure that they will take them that long to catch up with their orders, and then this year they are on the job and ready to see the machines loaded.

MILLION AUTOS NEEDED IN U. S. FUTURE OF AUTO INDUSTRY BRIGHT

With all the talk about the high cost of living, and labor unrest, and everything, the nation is only short about a million motor cars and trucks. The state of California, which incidentally has the highest car price for automotive equipment in the country, on account of its distance from the factories and freight charges, is clamoring for cars as it never did before.

After a swing through the territory I find that the demand is greater than ever," says R. L. Parker, wholesaler manager of the Lou H. Ross Company.

The whole northern part of the state, as well as the southern, wants cars and wants them the worst way. Every day telegrams come from some dealers asking for a carload or two or three. They are being supplied as rapidly as we can get machines from the factory, but this is not half fast enough, according to the men out in the country.

—and remember that!!

DORT

Quality Goes Clear Through

One of the important reasons for the excellence and economy of Dort performance is the care and skill with which it is built.

Every operation in its production is carried through with painstaking precision and devotion to detail.

\$1095
in California

MOTOR TRANSPORTATION
Frank C. Anthony, Inc.
INVESTMENT AND SERVICE

2100 Broadway

AUTO OWNERS IN CALIFORNIA CAN MOTOR ANY TIME

No matter how late in the season, it is not late in the year now, at least not in California, there will be found thousands of automobiles on the road to somewhere from somewhere. Many do not care where that somewhere is. They pack up their camping outfit, pour in gasoline and oil and start. They stop when they get good and ready and start out the next morning when they feel so inclined. It is certainly God's country out here in the Golden West. There are millions of acres of the most wonderful country on earth at the beck and call of the motorist. There is a huge playground, reserved as such by the law, extending all back starts built so that they can be seen by the motorist. There is a huge playground, reserved as such by the law, extending all back starts built so that they can be seen by the motorist.

SALES MANAGER IS NAMED FOR MOTOR COMPANY

Appointment of R. C. Getsinger as sales manager of the Lincoln Motor Company is announced by Wilfred C. Leland, vice president and general manager. Getsinger's successful experience indicates that he is well qualified for this important post.

OLD TRUCKS WILL MAKE LONG RUNS

Two motor trucks will leave Detroit in a few days, one going East and the other West, on tour arranged by the United States Tire Company.

These trucks were two of three old trucks which were the first vehicles ever equipped with big pneumatic truck tires. They were all in the service of the Detroit factory of the tire company when that organization set out on its epoch-making experiments with the big pneumatics.

The three trucks were equipped in 1911 with the first set of these tires ever manufactured, and they have run on pneumatics ever since.

The tour has been arranged to show to motor truck owners that trucks equipped with pneumatics have a long life.

—and remember that!!

Federal Road Program Is Urged Emphasized by Military Needs

That military opinion, both here and with the American Expeditionary Forces abroad, favors a comprehensive Federal road plan, is becoming increasingly apparent. Those high in the councils of the War Department have accumulated a complete understanding of the highways situation and are deeply interested in any legislative plan in Congress which seeks county-wide roads, communication and includes consideration of possible military needs.

Preceding the departure from the Ellipse south of the White House of the motor convoy of the United States Army Motor Transport Corps, on its long journey from Washington to San Francisco, the Secretary of War dedicated the "zero milestone" with an address which contained pronounced comment as to the wisdom of establishing a national wide road program.

Frank McCorkle, of Branch and McCorkle, distributors of the Stephens Salient Six War Secretary Baker recently referred to the departure of the army motor transport with its sixty trucks and two hundred old soldiers, as "the beginning of a new era."

He designated the world war as "a war of motor transports." In authorized publicity there is included as among the "purposes of the trip" "The War Department's contribution to the good roads movement for the purpose of developing the construction of through-route and transcontinental highways as a military and economic asset."

"That the Expeditionary Forces are giving the American highways forth to Chairman Diehl of the A. A. Good roads board in a communication from the editor of the "Amaro News, now printed at Coblenz, Germany. This publication is devoting much space to good roads matters, and a recent article by Capt. A. M. Flint of Indianapolis contains these pertinent paragraphs:

"The most urgent necessity of our country in the immediate future is good roads, permanent roads that can be used twelve months in each year.

"The roads of America today are absolutely inadequate, inefficient and antiquated. They are not designed to carry the heavy traffic now. What will become of them in the future?"

BULLET FIRED AT TIRE FAILS TO GO THROUGH

Firing a bullet into a tire to test its vulnerability is a practice not often resorted to, because tires are expensive, yet the United States Tire Company has in its records proof that a bullet fired into one of its big Nobby Cord pneumatic truck tires at Camp McClellan, Anniston, Ala., failed to puncture the tire.

At Camp McClellan one night the provost guard attempted to arrest a man for some offense. The man ran and jumped on a motor truck. To frighten the fugitive the guard fired a pistol. The lead bullet entered a tire and embedded itself in the tread, but did not pierce the fabric. The bullet remained in the tire for several months before it was removed, badly flattened.

Glass Tube Makes Good Water Gauge

A glass tube, which may be attached to one of the door sockets, makes an admirable instrument for determining the water level in the battery. In using it the tube should be inserted in the battery, with one end held over the upper end of the tube. By lifting the tube up slightly the depth of water in the battery at once appears in the tube. In refilling the battery with distilled water this tube may again be used, by holding the vessel containing the distilled water against the tube, the water will flow down the tube and into the battery without a spill.

HONOLULU HAS NO POOR FOLKS, SAYS AUTO MAN

J. K. McAlpine, general manager of the Pond Company, Ltd., of Honolulu, is in San Francisco for a short time of a business trip. He is going on to Detroit and will then return here and stay for a while before returning to the island. McAlpine comes primarily to secure larger allotment of cars for the constantly increasing business in the mid-Pacific paradise. McAlpine handles the Studebaker and Chalmers across the ocean. He was for many years in business in this city and then went further west in search of larger fields. He was appointed general manager of the Pond Company, on its organization.

"Automobiles go to pieces rapidly in the islands," says McAlpine. "The reason is the excessive amount of moisture in the air and the unusual composition of the soil. Just is our greatest enemy and takes great toll of all metal parts in the entire group. Rust does not seem to stop its ravages. Fenders on cars a year or two old look like shavings. In some instances, the frames rust through."

"The automobile demand in the islands is enormous. We simply can not get enough cars to fill the orders. The only recreation the Americans have there is motoring, and they go to the limit. The climate of the islands makes motoring a great pleasure. It is never too cold to ride coastless, and hottest. The water in the ocean is warm and swimmers can be seen in the ocean at all times of the day and night.

"There are no poor people in the islands. No one ever goes hungry, because there is plenty. The residences are for the most part, pretentious and in good taste. No wonder the demand for cars is so enormous there."

"The possibilities of business in Hawaii are enormous and growing all the time. With adequate shipping, a great influx of tourists is expected which will make more trade from all sides."

—and remember that!!

MOTORISTS!! BUY THE

UNCONDITIONAL
GUARANTEE
FOR
18 MONTHS

We Guarantee no Battery Expense For 18 Months to Every Purchaser of a Philadelphia Battery

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Oldsmobile

ECONOMY Truck

Economy and Efficiency

Motorize your delivery system with this built-right-for-business truck and save time, gasoline, oil, tires, repair bills—and initial investment. The Oldsmobile Economy Truck will give these results.

Adaptable to every class of light hauling in city or country. Combines staunchness with completeness, commercial car requirements with passenger car conveniences.

All styles include Oldsmobile Torben-son Internal Gear Drive; 4-Cylinder, Valve-in-Head Engine; Goodyear Cord Tires (35x5) front and rear; Electrical System for Starting, Lighting, Ignition, Warning. Rated capacity, 1500 pounds.

Librally dimensioned throughout and purposely designed to minimize delivery costs, the Oldsmobile Economy Truck is the safe, sane, and sound light haulage unit for a thousand uses.

Oldsmobile Economy Truck Prices

\$1250 for Chassis complete with Cowl, Instrument Board, Fenders, and Windshield, but without seat.	\$1295 for Chassis with Steel Cab and Sills, ready to receive stake, rack, grain dump, or box body. (7444)	\$1350 for truck with Express Body, smartly finished in maroon and black with aluminum stripping. Liberal loading space.
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MARKHAM & PURSER
2853 BROADWAY, OAKLAND, CAL.
San Francisco J. W. LEAVITT & CO. Van Ness and Sacramento

MACBETH LENS

Complies with ALL state laws
You do not bend your brackets

IF ARRESTED and FINED MACBETH pays your fine.

WHY TAKE A CHANCE?

Distributed by
E. J. DAY & CO.
AUTO SUPPLIES
TWELFTH ST. AT MADISON

(Continued from Page 1)

CONSPICUOUS PARTICIPANTS IN THE RECENT TRUCK PARADE HELD IN OAKLAND WAS THIS FLEET OF VARIOUS types of Garford trucks. Many of them have been in service for several years in the Eastbay cities.

**Real Tire
Bargains**

New and Used Tires.
Big Stock to Pick From.

ALL SIZES

*WE BUY and Exchange
Your Tires*

Western Tire Co.

1977 Broadway
Corner 20th Street

BIRR-HITZL CO.
 108 BROADWAY, OAKLAND
 Lakeside 2062
 Retreading and Vulcanizing

—and remember that!!

We Build Bodies
Durability, Class and
Attractiveness

Distinguish our Auto Tops and
Plate Glass Curtains.

Our painting is the best on the
coast and our prices are extremely
reasonable. Try us.

**Auto Painting and
Equipment Co., Inc.**
309 East Tenth St.,
St. Louis, Mo.

—and remember that!!

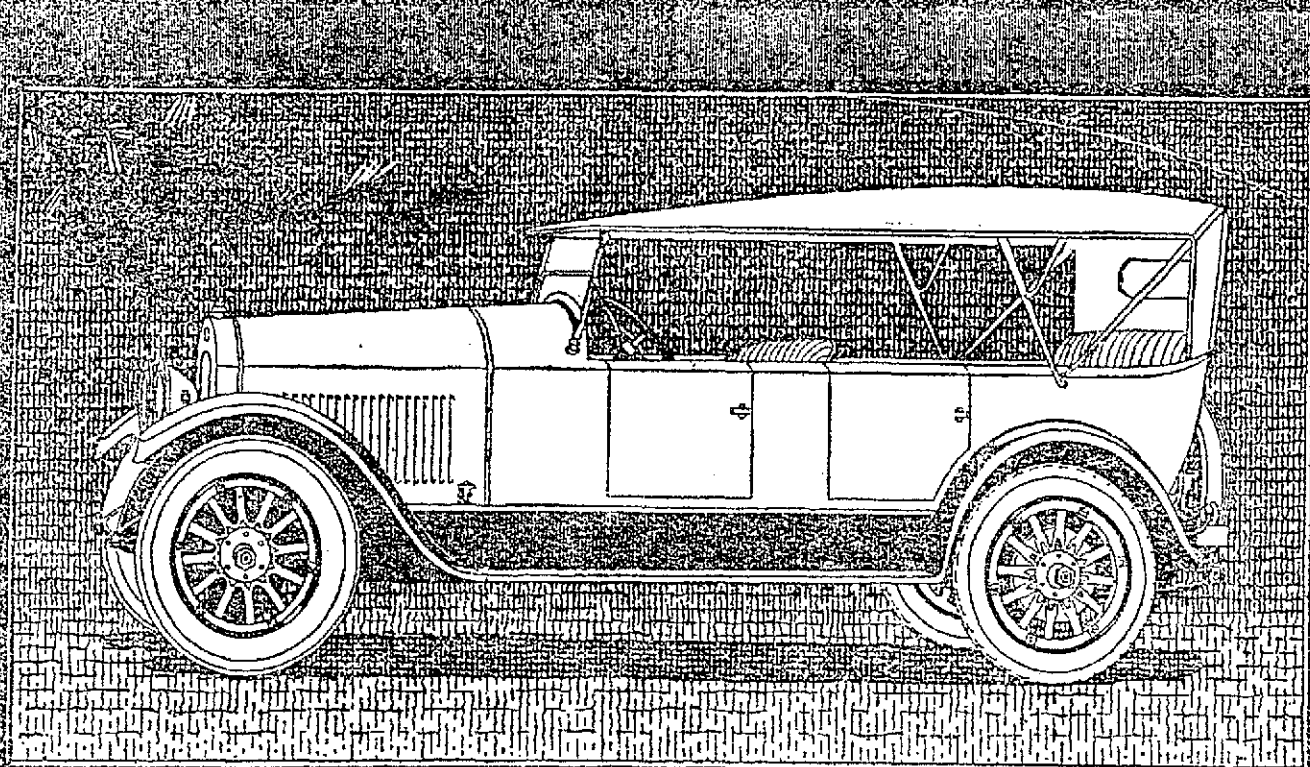
Walter W. Smith has been promoted to the position of assistant sales manager of the Nash Motors Company. This was announced by Charles B. Voorhis, general sales manager of the Nash Motors Company, to distributors of the organization recently at a dinner which concluded the company's annual convention.

The announcement was received by the great family of distributors with an enthusiasm which indicated the popularity of the new official.

CUSTOM BUILT BODIES FOR FORDS
NEW AND DISTINCTIVE DESIGNS
Bodies Ready for Mounting on Your Own Chassis
Completed Cars for Immediate Delivery
Open Sunday. Evenings by Appointment—Telephone Market 3614.
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301 Van Ness Avenue, Opposite City Hall, San Francisco.

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Distinguish our Auto Tops and
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Our painting is the best on the
coast and our prices are extremely
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San Francisco, 1420 Van Ness Ave.
San Francisco, Oakland, Sacramento, Fresno
COLE MOTOR CAR COMPANY, Indianapolis, U. S. A.

There's a Touch of Tomorrow in All Cole Does Today

FEDERAL ROAD PROJECT WINS WIDE SUPPORT

WASHINGTON, D. C., Aug. 9.—The movement to construct a national system of trunk line highways intersecting each state, the cost of construction and maintenance to be borne by the Federal government, is gaining throughout the country, according to reports coming into the Federal Highway Council.

Many letters are coming in from practically all sections endorsing the movement and calling for explicit information as to the main points in the national highway measure, now pending in the Senate. It is expected to come up for further consideration at an early day.

The national highway bill, introduced by Senator Townsend, chairman of the Senate committee on postoffices and post roads, is an entirely new piece of legislation. Its objects is to build in each state, trunk line highways to the extent of not less than two per cent nor more than five per cent of the total mileage of the state, and to join them with the main trunk lines of other states, thus creating a national system connecting the entire country.

The decided trend in public opinion in favor of Federal construction of a national highway system is due, according to those having the measure in charge, to the fact that such mileage as each state will receive will put the state much nearer to a complete and well connected state system, at the same time insuring logical connections with adjoining states. It is admitted that such connections are necessary to a properly coordinated system and that such coordination is logically a Federal function.

The net result to each state, it now begins to appear, will be a strengthening of forces behind road development. The states on the one hand are to be aided by relieving them permanently of the construction and maintenance of the heaviest traveled inter-state routes, thus permitting the concentration of state effort on routes having their terminal points within the state. In other words, more effective cooperation of Federal and state power is to be gained by each having its specific work laid out, one applying its efforts to national connections and the other to the development of local or intra-state roads and their proper connections.

Supporters of the national highway movement are increasing their activities in the expressed belief that in the pending measure they are working for a plan whereby a comprehensive system of national highways may be constructed and put into permanent operation within the next few years, and at less cost to the public than under any other plan.

RECORD BROKEN AT YOSEMITE

All previous records for number of arrivals at any Yosemite resort have been broken by Camp Curry this year. With two months of the season still ahead the camp has already entertained over fifteen hundred more guests than during the entire "hugest" season previous to this. In 1917, 11,097 individuals registered at the Curry office, but this year in just the first three months of the season 12,544 arrivals have been recorded. In July, 4,219 guests visited the Curry resort, a bigger total than any previous July.

According to reservations now on file and averages from previous seasons, before the season ends, October 1, Camp Curry will have entertained 15,000 guests, or over 4,000 more than any previous season.

With the closing of the summer seasons of the University of California at Berkeley, and of the University of Los Angeles, large numbers of students from these institutions will journey to Camp Curry for a tour of the Yosemite Park. Storeman Bridge which crosses the Merced opposite Camp Curry is closed to traffic and is being torn down to make way for a new bridge of the most modern construction.

—and remember that!!

ANNOUNCEMENT

We are anticipating a large, new location in the immediate future, and pending its completion we have allowed new tenants to occupy the salesroom at the corner of Twenty-fifth and Broadway. We are displaying our new Haynes Cars in the beautiful salesroom across Webster street in our other building. We also will continue to use the rear of our Broadway building as usual for the accommodation of our customers. This arrangement will not disturb the mechanical department in the least, so that all your requirements will be regularly taken care of as before.

Our new home will be in a new building constructed to meet our own requirements and when the announcement is made we assure you of the most up-to-date and most modernly equipped automobile establishment in the west—one that will be a credit to our city and to your requirements.

In the meantime see our new Haynes character cars at 2424 Webster street.

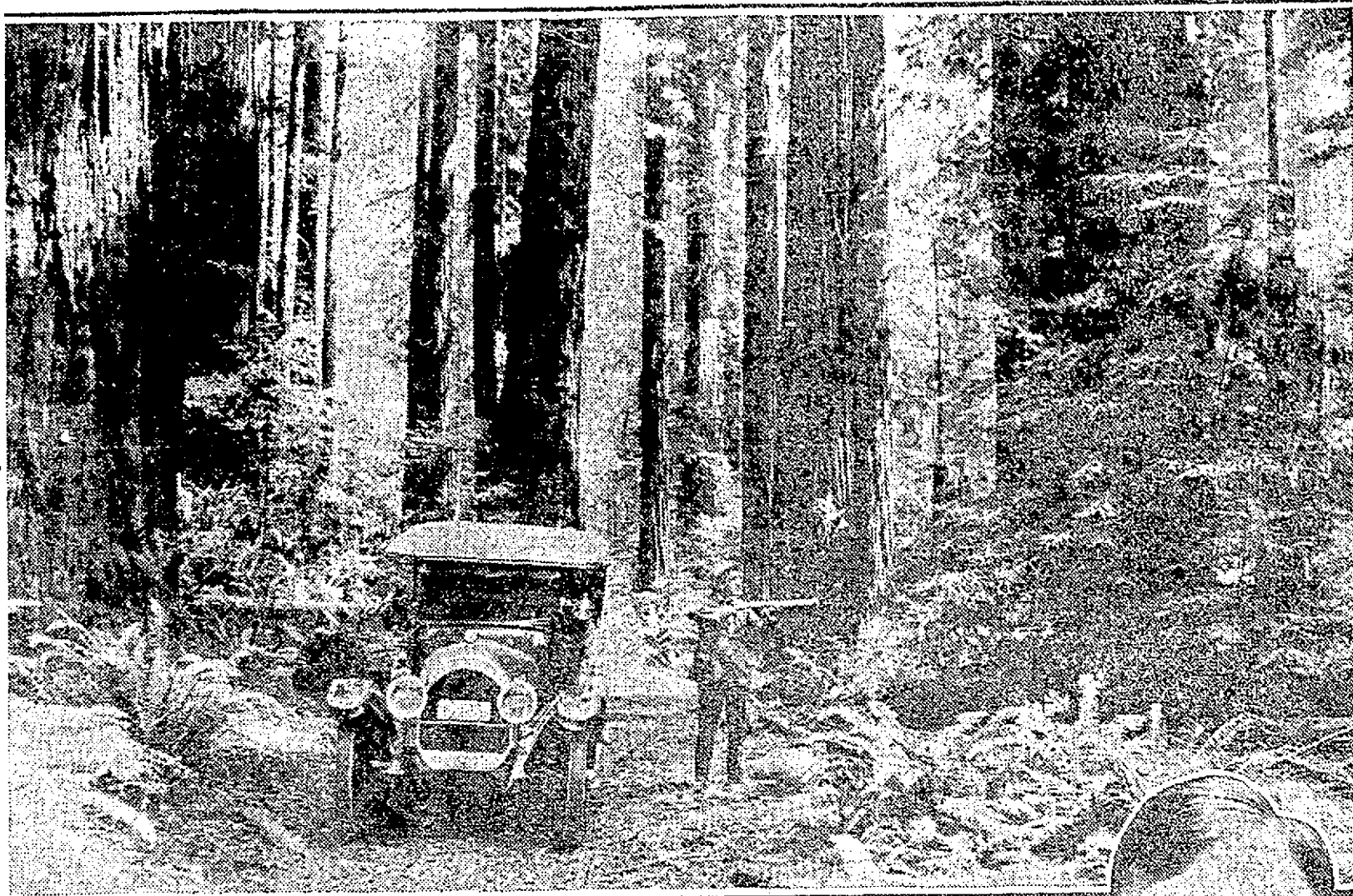
PHILLIP S. COLE, Inc.

25th and Webster Streets

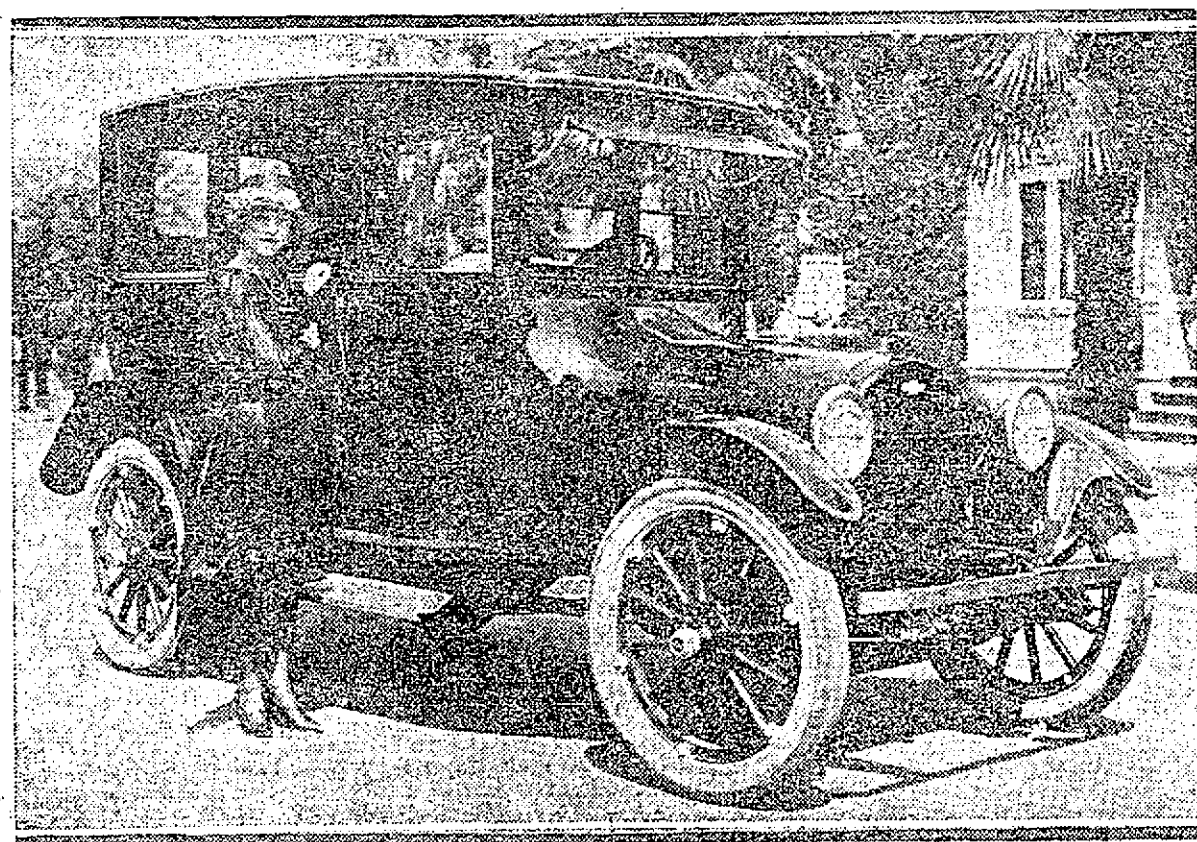
Phone Oakland 2500

Factory Branch—Turk and Polk Streets, San Francisco

IT'S HIGH TIME FOR DEER TO HUNT THE TALL UNCUT. ONE OF THE LOCAL OLDSMOBILE DEALERS, S. C. PURSER, "crack shot" on motor row is after them. The camera man snapped a view along the road to "Deerland" in Mendocino county last week when Purser sallied forth in quest of his first buck—which he landed, not far from the scene shown here



THE CHEVROLET SEDAN, AN ATTRACTIVE ENCLOSED MODEL WHICH HAS been very popular with the fair sex in the Eastbay district during the past year.



BATTERIES, LIKE TIRES, CANNOT LAST 'FOREVER'

"Most people can understand why a tire wears out, or why bearing points of a car work loose," asserts Ernest E. Fetter, manager of the Auto Electric Service Co., local Willard Service Station dealers, "but they don't quite see why a battery should ever wear out."

"Of course the main trouble is that it's harder for anybody to imagine a chemical process than a mechanical one, and the battery is strictly chemical. There's not much inside a battery. About all there is to it is a set of plates with insulators between each pair, and a solution that covers both plates and insulators. These plates are simply lattices of metallic lead filled with lead compounds. The insulators may either be wood or threaded rubber.

Before a battery can be used at all it has to be charged. The electric current coming in, causes certain chemical changes. When you turn on your lights or step on the starter, changes start in the opposite direction and supply you with current.

"Of course this constant changing back and forth will wear out a battery in time, just as contact with the road will wear out a tire. And even if the battery is in storage and is kept charged, some wear will go on, as the chemicals are all present and are never absolutely idle.

"The way to get the longest life out of your battery is to keep in mind the fact that its life depends to a great extent on how well you start it, and to remember to add water and make a hydrometer test at least once every two weeks."

OFF FOR YOSEMITE.

Mason H. Morse, the Piedmont florist, and wife, accompanied by his brother J. B. Morse, left yesterday morning for a three weeks' tour of the Yosemite Valley country. H. M. is using a Sedan for the trip and after a month spent in Southern California on the hot desert reports the closed car a great comfort. The party is equipped with a camping outfit for the journey.

Q. How is the timer reset in position? Can I do it without any trouble? A. It seems that the timer swings when the engine is running, that is, it seems loose some where and moves back and forth. Would that be likely to cause any trouble? It is an Alwater Kent system I use. A. In resetting first get No. 1 piston on top dead center and both valves closed. With the spark lever in retard position and the distributor arm in front of No. 1 segment, the interrupter points should just start to open. It is quite simple and I cannot see why you cannot do it. A wobbling timer is likely to cause misfiring and undue wear of the parts.

—and remember that!!

HERE'S HOW TO DISTILL WATER FOR BATTERIES

Distilled water is, of course, absolutely essential for the storage battery. It is not always possible to procure this easily and any car owner can make his own distilled water by means of a very simple apparatus. Have a length of annealed copper tubing coiled, so that it will fit in a dishpan. Connect the end of the copper tubing with an ordinary tea kettle by means of a short piece of rubber tubing. The other end of the tube is curved so that the water passing down will drip into a bottle or other container. The dishpan in which the coil rests is filled with cold water, frequently renewed to keep it cold. The water in the tea kettle is boiled and the steam so produced passes out of the spout into the tube, through the coil where it is cooled and condensed back into water again and is finally collected for use in the bottle at the end of the copper tube.

—and remember that!!

AUTO FIRM'S PAPER GOOD BANK SECURITY

That the acceptance of the commercial paper of a motor car dealer by federal reserve banks is based on the same principles as govern the acceptance of paper of every other business, that is, the dealer individually must be a good risk and the collateral approved, the federal reserve bank of St. Louis has advised the National Automobile Dealers' Association, quoting a reserve bank ruling uniform throughout the country and issued March 1, 1918.

This opinion, sought by the N. A. D. A. to clear up a misunderstanding as to the policy followed by reserve banks toward the motor car dealer, makes it clear that the paper of the motor car dealer is just as good as that of a dry goods merchant or a machinery man or other dealer.

The reserve bank does not directly concern itself with motor car dealer's paper. When a dealer sells a car on time he usually takes a note for the remainder of the purchase price. This note, which is secured by a mortgage on the car, is taken to the bank and sold by the dealer after he endorses it.

"When the bank wishes to replace the money taken out of its vaults for the dealer," Harry C. Moeck, business manager of the N. A. D. A., explains, "it goes to the federal reserve bank with its own paper, with the note turned in by the dealer as collateral for deposit. This means then that the federal reserve bank has as its own security first the paper of the member bank, then the security of the member bank as guarantor of the customer's note, then the endorsement of the dealer on the customer's note, and lastly a lien upon the car affording it virtually a four-fold security."

Moeck states that the reason for some of the inference against the motor car dealer's paper with the federal reserve bank is believed to have been the result of a ruling refusing to take the paper of a New York motor car finance corporation, which was rejected by the finance corporation's ability to obtain loans on their security, although keeping this security from being rediscouted at the reserve banks.

BOB GALINDO IS STRONG FOR TAHOE SCENES

Found—A real Tahoe "hut." And he surely is a real fanatic when the beauties of the Lake Tahoe country are mentioned. He is Bob Galindo, sales manager of Greer Robbins Company, distributors of Hupmobiles in California.

Here is what he does every other week end.

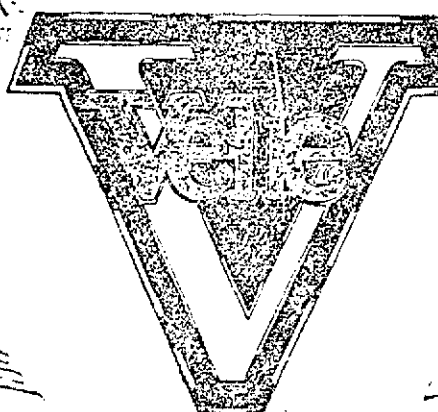
He steps into his Hupmobile, boards the 12:30 p. m. boat for Valley and drives to Lake Tahoe the same day. He leaves on Saturday and gets back Sunday night and goes to work Monday morning bright and cheerful. He leaves Saturday noon, drives to the lake, stays around for an hour or two and then starts back.

"I am simply crazy over the scenery in the high Sierra country and would rather drive these 500 miles to get a glimpse of the lake than stay at home Saturday afternoon and Sunday," says Galindo.

Find Remedy When Water Pump Fails

In case the pump of the water system goes out of business while the car is on the road it is still possible to get home without trouble by filling the cooling system full of fresh water and then running on high gear with the spark well advanced. Also shut off the ignition on down grades and in case of overheating develop, drain the system and refill with fresh water.

The Authoritative Style



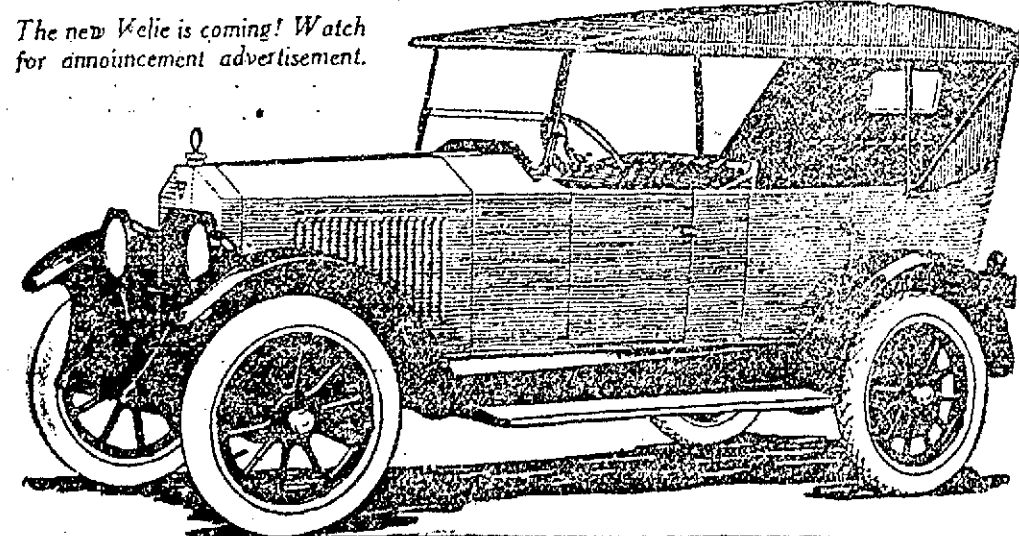
THE keenest contest of all motordom this year was to be the first to bring out the Authoritative Style that everybody knew was coming.

It is the Velie's triumph. In the new 1920 Velie the idea of today is realized ahead of all others. It is a subtle combination of mirror-like planes that seem to flow into each other—a new expression to the old automobile graces. You have to see it to appreciate how perfectly it is done.

New comfort in the longer body—more room—more rest in soft, deep-plaited upholstery. With the style advance goes the new motor—with internally heated vaporizer, 4-bearing crankshaft, bronze backed bearings. Silent, supple, satisfying—on low-grade fuel. More power at less cost.

A. W. RAWLING & CO., Distributors Velie Cars and Trucks
2338 Broadway, Oakland

The new Velie is coming! Watch for announcement advertisement.



You Are Treading on Eggs

Just as long as the tubes in your casings are not the best you can get. A chain is no more at the mercy of its weakest link than a tire is at the mercy of the tube in it.

The best beginning is to start with Goodrich casings. For Goodrich gives you the standard by which you can gauge the true value of any tire.

Square its price and adjustment mileage up with Goodrich List Prices, and the Goodrich More-Mileage Adjustment—6,000 miles for Fabrics; 8,000 for Silvertown Cords—and you see why the wise tire user buys Goodrich casings for the greatest outer strength.

You are not 100 per cent. secure till you're Goodrich through and through

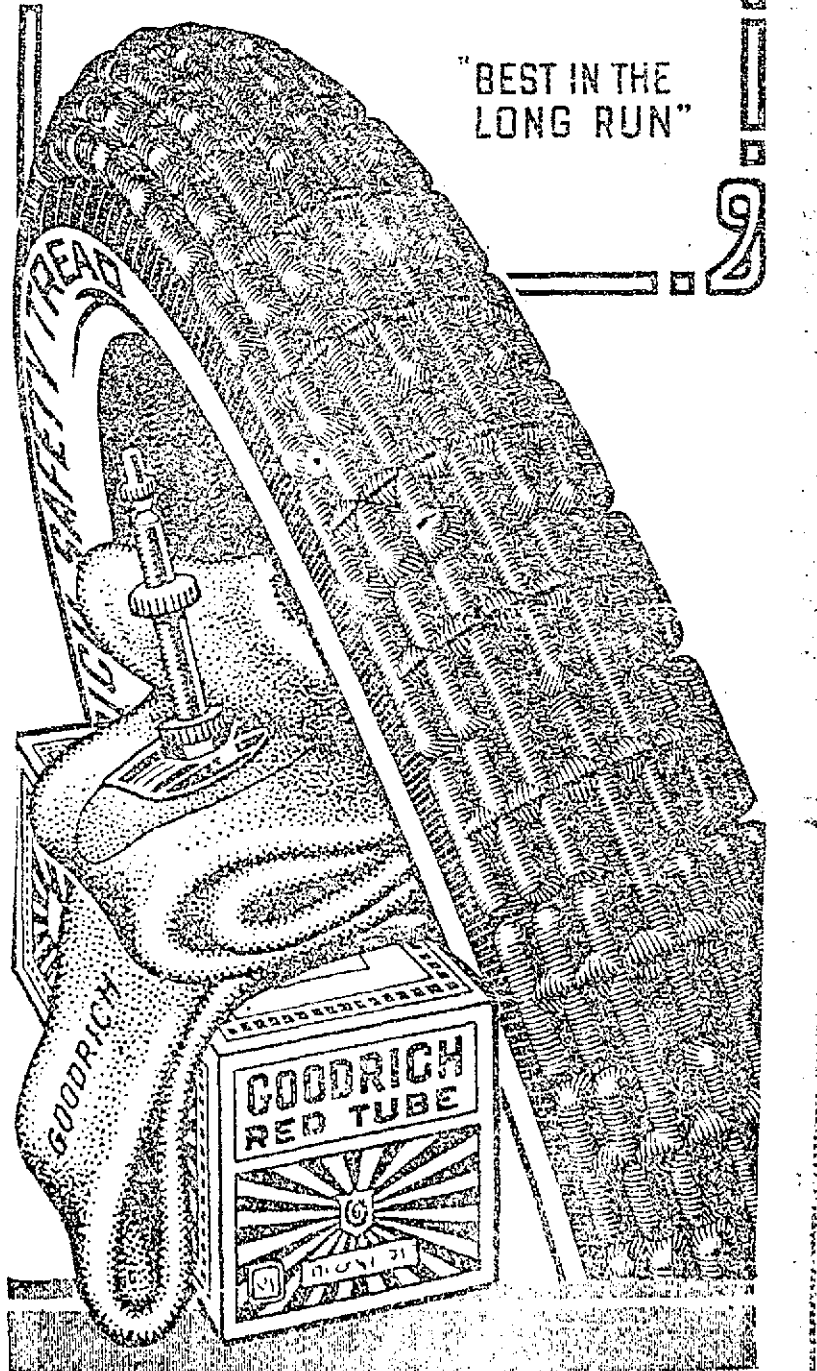
Put Goodrich Tubes in Goodrich Casings—Red Tubes for utmost strength—or Grey Tubes for long-lived dependability at less cost.

Yes, put Goodrich Tubes in Goodrich Casings, and forget tire worries.

Buy Goodrich Tires from a Dealer

ADJUSTMENT
Fabrics, 6,000 M.—Cords, 8,000 M.

GOODRICH TIRES



WAR DEVELOPS EXPERT AUTO CONSTRUCTORS

Ability to grasp the worth of an idea and to work out and improve that idea into something worth while is a leading attribute of the majority of American officers who entered the service from plant or factory. The army training and experience under the most adverse conditions has given them an insight into the needs of peace, as well as of war. Nowhere is this element present in great degree than among those who served in either aviation or motor transport.

The value of such efficient and careful training has been recognized to an exceptional degree in the auto-motive industry, and the big eastern manufacturers are bending every effort toward securing the services of men, originally trained to the motor car business, but who have had their post-graduate course in the school of war, with experience as their leading teacher.

"No factory has gone to such ends to secure the best there is in the executive line as the Nordyke and Macdonald Co., of Indianapolis," declared A. W. Rawling, local Marmon distributor, Friday, in discussing this new factor which promises to affect the motor car industry through the injection of new ideas and new methods offered by the army trained executive.

"The experience gained by these men in handling transports over roads torn by shell and hub-deep in mud and water gives them a knowledge of 'how' and 'why' failures occur in any parts a motor car. They have learned what to do best to avoid a break under excessive strain, and the kind of materials most suitable for use in certain conditions. The air service men know the whims and faults of a gasoline motor, and their training in attention to detail of construction and design should go far toward removing possible faults which may develop from time to time in motor car building and research work."

"Men like Lieut. Col. Howard Marmon, who held a high position for two years in the organization which developed and built the Liberty motor car, and Col. Will H. Brown, late of the Motor Transport Service and now Superintendent of Purchases for the Nordyke and Macdonald plant are the sort which a big company likes to have on its executive staff."

Interests of the Doble-Detroit Steam Motors company, Detroit, and the Amalgamated Machinery corporation, Chicago, have been brought together into a combination involving several million dollars.

The announcement was made by Morgan J. Hammers, president of the Doble company. Manufacture of Doble steam cars will be carried on in Chicago where the facilities of the Amalgamated Machinery corporation in its plant at 47th street and Racine avenue, Chicago, will allow of manufacturing on a scale made necessary by the orders which the company has received prior to the war which prevented consummation of manufacturing plans in Detroit.

The Chicago plant is large and modern in every way. Doble offices will remain in Detroit. Morgan J. Hammers, president, and A. B. Frenier, patent counsel of the Doble company will join the organization of the Amalgamated Machinery corporation, Chicago, giving practically all of their time to engineering and manufacture in connection with the production of the steam cars.

Deals closed involve the Doble company, Amalgamated Machinery corporation and also the General Engineering company. Provision is made for the manufacture of steam cars, power plants, heating furnaces and other apparatus made under the Doble patents. Manufacturing will start immediately.

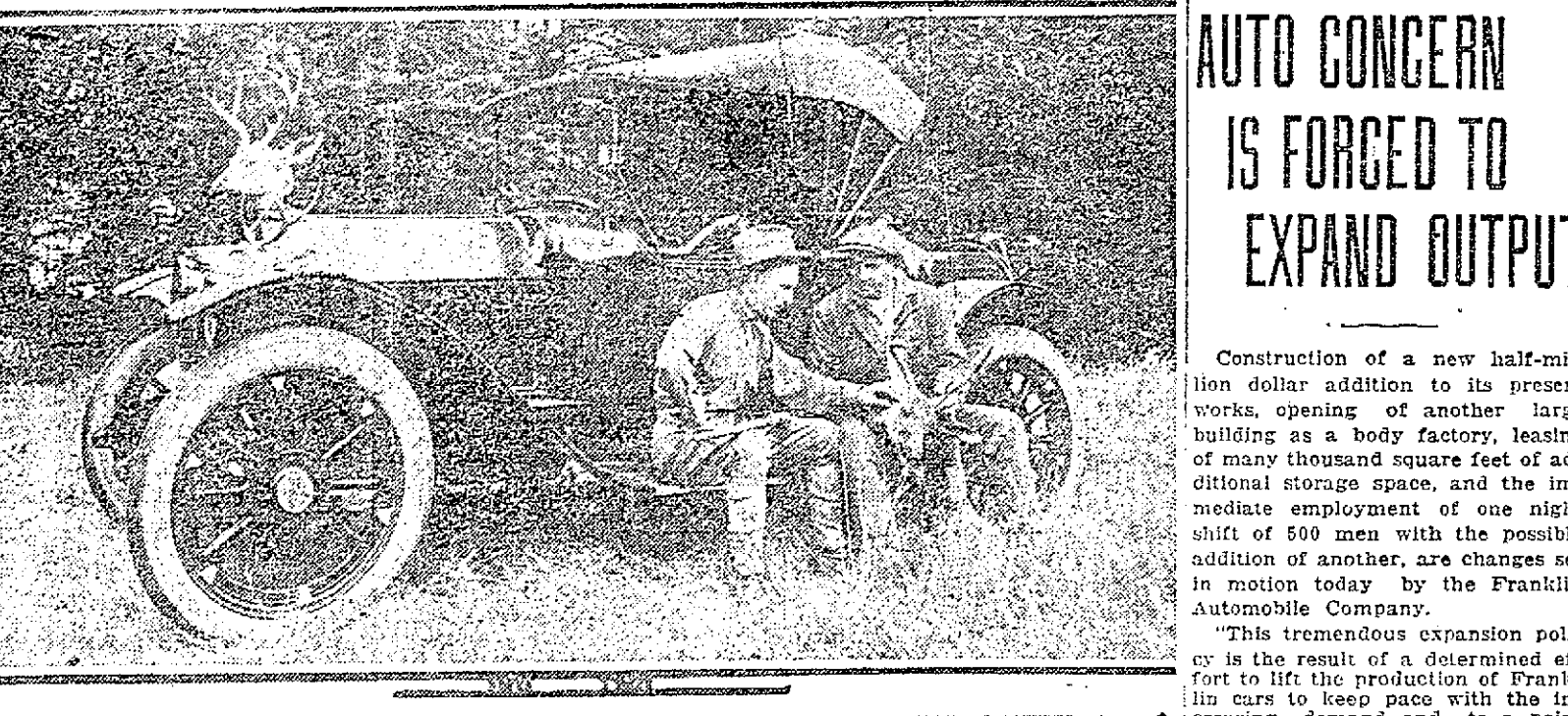
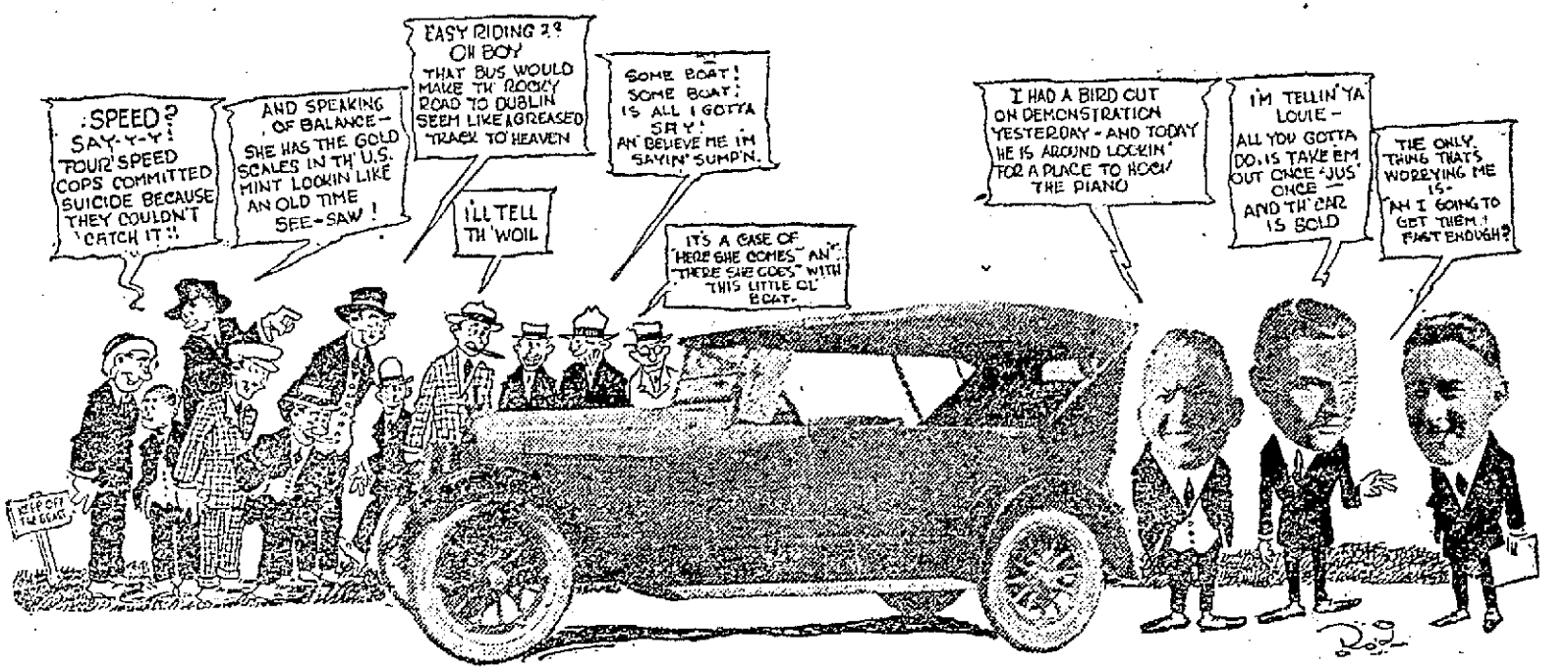
Don't depend upon other drivers to prevent accidents—they may be just as reckless as you are and just as ignorant of the traffic rules.

Small Dealers Put In Solid Tire Lines

Small dealers in small towns are showing an increasing tendency to put in a line of solid truck tires. This is largely due to the impetus given to the motor truck industry during the war period, and the demand even in small towns for solid tire service facilities. The most expensive part of the installation of the line is the purchase of a press, but the opportunity for good business is overcoming this difficulty.

CAUSE OF STARTER FAILURE. When the starting motor starts easily and fails to spin the crankshaft as it should, it is a safe bet that either the storage battery does not feed up to the necessary 1.25 or that the contact points of the switch are not making proper contact.

LOUIS PACHECO and his crew of salesmen are a might happy lot these days. Since Louis was so fortunate as to acquire the Jordan agency for this territory business has been humming around the Pacheco Auto Company headquarters, and the popularity of the Jordan has proven to be far above the expectations of Pacheco and his sales force.



FRED NEWCOMB (LEFT) AND JACK FLEMING, BOTH OF LATHAM DAVIS COMPANY, were among the first automobile men to return from the opening day's shoot with the limit. They offer in evidence three of their victims.

YOSEMITE LURES EASTERN FOLK TO WEST COAST

People from all over the nation are coming to California this year and most of them frankly admit that they were induced to come west by the lure of Yosemite. This wonder world of nature is known all over the world, and the resorts in the valley are equally well known.

Due to the abundant snowfall of last winter there is still plenty of water in the falls, a condition that is rather unusual for this period of the season. The roads into the valley are all in fair shape and there have been more cars in this year so far than ever before in the history of the valley.

"We are able to take care of all comers now, a thing that was impossible to do earlier in the year," writes Foster Curry, manager of Camp Curry in Yosemite. With the ending of the holiday season has come a temporary lull, and we now have ample accommodations for all."

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1920 Glidden Tour Seems Certain Famous Motor Classic to Be Revived

Rumors that there will be a Glidden tour in 1920 will not down. It is proposed to revive this famous motor classic for this year, but auto-motive manufacturing conditions become such that the men who would be called upon to put the undertaking into action could not devote any time to it. Manufacturers also have so many problems connected with their production that require their undivided attention that the proposition cannot this year receive the support that it merits.

Charles H. Burman, distributor of Oakland cars, has received information to the effect that it is now certain the Glidden Tour will be run in 1920 and that the Pacific coast will be its destination. If there is any desire upon the part of those interested in such events in Los Angeles they will have to make known the fact that the southern city is on the map, however, as the tentative plans at this time designate San Francisco as the western terminus.

There would be no reason, in Burman's opinion, why the automobile dealers could not get together on the matter and have the tour visit both Los Angeles and San Francisco. No matter which city is selected as work was completed.

AIRPLANE FOR SALESMEN

One of the first uses of the airplane as an emergency speed car, the plane was marked when J. H. Salvers of the J. T. Stewart Motor Company of Omaha, Neb., distributors of Mitchells, flew from Omaha to Fremont to close a contract for Mitchells with the Ideal Motor Company of the latter city.

About a week before the airplane flight Mr. Salvers called upon the Ideal Motor Company to interest them in the Mitchell line. They explained that nearly all the automobile distributors from Omaha had called upon them within the past few days and they had made up their minds not to do anything until a new building on which they were in agreement to have the building ready for occupancy before January 1.

The other change, already under way, include the leasing this week for a long term of a six-story manufacturing building near the Franklin works, where work will be begun immediately on the manufacture of enclosed bodies for Franklin cars.

500 AIRPLANES BOUGHT IN U. S. FOR PLEASURE

In the last three months more than 500 people in the United States have either purchased or ordered a pleasure airplane, and the manufacturers are able to deliver planes more than 500 more orders would be booked. Henry Woodhouse, vice president of the Aero and Leisure of America, says that it is unfortunate for the aeronautic movement that the makers can not fill their orders. He gives it as his belief that more than 2000 airplanes for pleasure could be sold immediately.

On the Boulevard or on the mountain roads, you'll find the Crow Elkhart, a genuine, sturdy, dependable car.

An honest, comfortable 5-passenger car, possessed of a beauty that only the finest coach work can impart. A moderately priced car, possessing the smartness of costly machines.

\$1600 here for the Six
\$1300 here for the Four

The R. A. Spiegel Co.
CASE CROW ELKHART
3424 BROADWAY

AUTO CONCERN IS FORCED TO EXPAND OUTPUT

Construction of a new half-million dollar addition to its present works, opening of another large building as a body factory, leasing of many thousand square feet of additional storage space, and the immediate employment of one night shift of 500 men with the possible addition of another, are changes set in motion today by the Franklin Automobile Company.

"This tremendous expansion policy is the result of a determined effort to lift the production of Franklin cars to keep pace with the increasing demand and to a point where the yearly output will be 18,000 completed cars, one about every seven minutes of each working day," according to C. A. Boyer, of the Franklin Motor Car Co.

Ground has been broken for the new seven-story re-enforced concrete manufacturing building, an addition to the present works, as the first step in the expansion program. The actual building operations will cost \$400,000 exclusive of any equipment and the contractors have tackled a big construction problem in agreeing to have the building ready for occupancy before January 1.

HE SHIPPED AS STEWARD, BUT DID NO WORK

Our Antipodean neighbors are most prosperous and will take all the motor trucks we can ship them. They want only high grade trucks, and will have no others. This is the word brought back by C. W. Squires, Jr., of the foreign department, of the White Company who passed through San Francisco last week, on his way to New York, after a long trip through the South Pacific Islands and Australia.

Squires had the hardest time imaginable in getting out of New Zealand. Ships were few and far between. Squires wanted to get to Australia, so he was forced to ship as member of the crew of a small vessel and became the steward, pro tem, or until the ship got out of the harbor. Then he slipped the real steward a few "quid" and the real steward waited on the alleged steward for the rest of the trip.

Vaporized Oil Is Easily Controlled

Vaporized oil that comes through the breather is blown out in a mist, covering hood and engine and making an abominable mess. This trouble may be cured by fitting an elbow of soft rubber hose over the breather pipe. A tin pipe is fitted over the other end of this elbow long enough to reach down into the dust pan, to which it is fastened, in this way the vaporized oil will be carried away from the engine and hood.

—and remember that!!

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Expert Tells of Auto Tire Merits

More Than Rubber Life Involved

Expert Tells of Auto Tire Merits More Than Rubber Life Involved

Just what is a cord tire and why are cord tires so superior to fabric tires that tires of cord construction are slowly but surely elbowing fabric tires out of public favor?

These are questions, says the United States Tire Company, that are of interest to every tire user who cares anything about the cost of his tires. The automobilist who wants his tires to give him the most miles for the fewest dollars is interested in knowing what a cord tire is and why the cord tire construction may be expected to give far better service than a fabric tire.

The intelligent motorist is interested in knowing why it is that if a car rolls down a hill under its own momentum, it will go many feet farther if equipped with cord tires than on fabric tires. He is interested in knowing why a journey on cord tires is more comfortable than on other tires, and why the cord tires are less likely to skid than those of the fabric construction.

THINKING OF RUBBER. When the average motorist thinks of a tire, he usually thinks of rubber and rubber only. When he looks at a tire, all he sees is rubber, and it is natural for him to assume that the quality and durability of the rubber depends the strength of the tire. But deep in the heart of the tire is a carcass built up, layer upon layer, of tough cotton, and it is on the strength of this inner carcass of cotton that the tire must rely for its real strength.

In the so-called fabric tires this carcass is made up of layers of closely woven cotton fabric. The threads which go into this fabric are

rough and stout and make a fabric which is so strong that the casual observer would be justified in believing it could not be improved upon as a material out of which to construct the tire foundation.

In the illustration showing a highly magnified section of this cross-woven fabric, any lay person may find the explanation for the outstanding weakness of fabric construction. In this cross-woven fabric the threads cross each other, and when the tires go into action, they begin to see-saw against each other. This see-sawing has two harmful effects: First, it causes a great deal of frictional heat—the worst enemy of long life for a tire; and second, it causes the threads to wear out where they touch each other.

BREAKING DOWN PROCESS. If one of the threads in this fabric is pulled out of the cloth, it will be found to be full of little crinkles, where the thread has passed under each layer of the cross-threads. These crinkles are the beginning of the breaking-down process which takes place after the tire has been in long service.

Cord construction does away with the cross-threads in the construction of a tire. When a cord tire is built, one layer after another of cords is built into the carcass. In this layer the cords lie side by side and run in the same direction. The layer looks exactly as a piece of cross-woven fabric would look if it had no cross-threads. Each of the cords is about as thick and fully as strong as a stout piece of fish cord.

PROCESS OF MAKING. It is obvious that it would be an endless task to build up a tire by the process of laying one cord on at a time. To do away with this difficulty, delicate filaments of cotton are woven through the cords at intervals. This makes it possible to handle the cords as fabric during the period of construction; but when the tire goes into action, the delicate threads break down immediately, so that none of the harmful results found in the cross-woven tires arise.

MAKING BATTERY CONNECTOR. A very convenient battery connector may be made from a piece of heavy steel coil spring. The spring wire at each end is fashioned into a hook and these are slipped into the battery posts, the tensions of the spring insuring perfect contact.

—and remember that!!

Expert Tells of Auto Tire Merits

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In the so-called fabric tires this carcass is made up of layers of closely woven cotton fabric. The threads which go into this fabric are rough and stout and make a fabric which is so strong that the casual observer would be justified in believing it could not be improved upon as a material out of which to construct the tire foundation.

POLICEMAN WILL GET YOU UNLESS YOU GIVE SIGNAL

When you turn a corner be sure and give an arm signal to the man behind. This is one of the few rules of the road, and the driver who neglects to do this may get into trouble, not only with other machines but with the police.

It is the simplest thing in the world to observe," says Tony Holbeck, Roamer distributor. This is the exact wording of the new California motor law on signaling.

The person in charge of any vehicle in or upon any public highway, before turning, stopping, or changing the course of such vehicle while starting the same, shall first that there is sufficient space for such movement to be made in safety, and if the movement or operation of other vehicles may reasonably be affected by such turning, stopping or changing of course, shall give plainly visible signal to the persons operating, driving or in charge of such vehicles of his intention so to turn, stop, or change his course, either by the use of his hand and arm, which shall be visible from the rear, or by the use of an approved mechanical or electrical device. Any such device shall be under application to motor vehicle department be tested and certified as adequate to give the signal herein required, in the same manner and upon the payment of the same fee as in the case of headlights.

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—and remember that!!

GARFORD Motor Trucks

For Every Purpose

Why are Garford sales increasing?

The answer is—satisfied owners

"USERS KNOW"

1, 1 1/2, 3 1/2, 5 and 6 Ton Garford Tractors

4 1/2, 7 and 10 Ton

W. C. MORSE

4400 BROADWAY

Opposite Technical High School

Phone Piedmont 950

**Miller
AD-ON-A-TIRE
Geared to the Road**

**Many More Miles
From Your Old Tires**

*The Miller Ad-On-A-Tire
Saves 75% of Tire Values*

Don't throw your tires away simply because the tread is worn off. To do that, is waste. You lose 75 per cent of your tire value.

When you put Miller Ad-On-A-Tires on your old tires you are not merely putting on a new tread. You are virtually rebuilding your tires.

The Miller Ad-On-A-Tire is built of tough, buoyant rubber. It has several layers of fabric, breaker strip, tread, and side walls which completely cover the tire and clinch under the rim. It has the famous Miller Geared-to-the-Road tread.

Our method makes it an integral part of the tire. It cannot come loose or creep. It fits any size or any make of tire. Get 75 per cent more mileage from your old tires. Bring them to us today.

Flett Vulcanizing Works
2509 Broadway, Oakland
Phone Oakland 764

TATE MOTOR SALES CO.

ANNOUNCE

Permanent Location

2740 BROADWAY

Phone Lakeside 7100

NASH owners will find us always ready to render the best of service possible in our new location.

TATE MOTOR SALES CO.

Distributors

Nash Motor Cars and Nash Trucks

KEEP ALL DIRT OUT OF JOINTS OF YOUR AUTO

Dirt is undesirable no matter where it is, but the average automobile owner has yet to learn that dirt on the running gear does more than merely cover up some painted or unpainted metal joints, appearing as tight as a mechanic can get them allow dirt to pass through. The reason for the dirt being so undesirable near working parts of the chassis is not so much because it doesn't look well but because it eventually gets to a moving surface and starts rapid wear. If you own a watch with a screw back on it and you keep that watch in one of your pockets where odd things are put occasionally, just remove that screw back and notice the dirt that has worked its way in. I mention this merely to show that dirt gets into very small crevices quite easily.

Around the engine and other parts of the car there are supposedly tight joints in addition to actual openings. Take the front and rear, commonly called the timing gear case cover. Vibration may loosen a few of the holding nuts, allowing the cover to move away from the crankcase a small fraction of an inch. With an accumulation of dirt over the cover, some of the dirt is bound to get to the gear teeth. Dirt and lack of lubrication of front end gears are responsible for rapid wear and noisy operation.

GIVE IT A "BATH"

Every owner ought to keep the engine clean by an occasional kerosene bath. Spray kerosene all over the engine and wipe off every bit of dust. You can then get at the crankcase as well as the parts that you can see when you lift the hood. Dirty oil, oil with sediment, old oil not changed for some time, are all causes of rapid engine wear.

How many owners ever see to it that the combination breather and oil filler is clean on the inside. In some designs there is every chance for a quantity of dirt to settle on the inside and this is washed down into the crankcase when the next oil filling is made.

A dirty engine means a loss in efficiency and a premature trip to the repair shop, where the cost of parts and labor will be higher than expected. Take the average Ford, and many of the larger cars, and examine even the ignition unit. The Ford timers are usually covered with mud and dirt and this gets inside, cuts the segments, interferes with proper ignition and brings about the need for a new timer in a few months. Look inside of a timer that is generally dirty on the outside and one will find dirt also. Generators and starting motors on the average car do not get very much attention of any kind by the owner, but they deserve a good cleaning. Some starting motors are not fully enclosed while others even, when covered, seem to accumulate dirt.

I would suggest to the owner that when he has a few hours to spare during any one month he give the engine a thorough cleaning, removing dirt from all joints, from oil holes, etc.

The underneath parts of the car are admittedly hard to get at, but that should not be an excuse for total neglect. Underneath the car there may be many places that require oil through small cups, oil holes, etc. While some manufacturers so far behind as to continue to use oil holes in exposed places, the owner of a car using them should not let them become filled with dirt. If I owned a car with exposed oil holes on cross shafts and other parts, I would have a mechanic install automatic feed oil cups.

MUD GETS INTO JOINTS

Sometimes brakes are hard to operate after a trip over muddy roads. It is because mud gets into the joints at the brake bands and other places in the braking system. These parts cannot be properly cleaned merely by wiping with a rag. The surface that will operate freely when lubricated. Cleaning of this sort prevents rusting and certainly does a long way toward making for better handling and operation.

In filling the transmission and rear axle with oil or other lubricant be

ACCORDING TO REPORTS FROM YOSEMITE VALLEY, FOSTER CURRY'S "FAREWELL" will henceforth be shouted from the interior of this handsome Cadillac coupe, a recent present to pretty Mrs. "Foster."



Auto vs. Sewing Machine Debate Ends in a Draw

"Is the Ford automobile of more value than the sewing machine?" was the question for debate at the First Congregational Church of Peoria, Ill. Two men spoke in favor of the Ford and two women in favor of the sewing machine. When the time for decision came the matter was a tie, as there were just as many women present as men. The report does not state just whose last word it was but that is not at all hard to guess. Last words, however, did not win the debate.

sure that the filling hole or opening is clean. Pouring oil into a small opening is clean. Pouring oil into a small opening with dirt all around the outside is bad, because the dirt goes right in with the oil. Then you hear gear noises and wonder how it happened so suddenly.

It pays to have the car washed thoroughly but it also pays to wipe the surfaces free of mud or water. The wiping is not easy because some of the dirt sticks just look over the smaller parts of your car, the parts that are hard to see and get at, also examine parts that don't give you any trouble. You don't have to do any more than to clean them and lubricate to make them run for a longer period.

**Big Truck Company
Moves Office to N. Y.**

To meet the requirements of its rapid growth and to expedite the increased demand for its products, the Fulton Motor Truck company has moved its executive offices from its factory site at Farmingdale, Long Island, to the new Ford Building at 11th and Broadway, New York City.

—and remember that!!

Careless Motorists Aid Thieves Suggestions for Car Identification

The colossal ignorance of motorists type and with this it is possible to cause the police of the country a great deal of trouble and the thieves who specialize in automobiles a great deal of joy.

Take stock of yourself. Do you know the motor number of your car? Ten chances to one you do not. Automobile thieves are the cleverest men in their "profession" and can take a car, repaint it, and disguise it so that its owner never would think it was his car. Claims E. C. Leacock, manager of the Pacific States Motors Limited, distributors of Daniels cars.

The only safe method of placing identification marks on a car is place them on all the major parts of the mechanism. Perhaps the most satisfactory method of doing so is to place punch marks on the various units. All such marks should be readily discernible.

After the marks have been made they should be rubbed over with grease until they are as nearly indistinguishable as possible. The car owner can have a punch made with his initials on it in very fine

SLIGHT CHANGES
MADE IN STYLES
OF AUTO LINES

If you will call to mind a number of the most conspicuously successful cars on the American market, you will note that without exception they have one factor in common—that their new models have presented no radical changes. There have been improvements, perhaps, and many of them, but if you will investigate carefully you will find that the basic principles of the cars have been altered but little. That is because automobile building has reached a stage of perfection where improvement comes year by year in the shape of minor changes.



The Way to Get Delivery Of a Hudson Super-Six

The Automobile Which Men Said Would Have
No Rival, Still Outells All Other Fine Cars

First announcements of the new Hudson Super-Six promised prompt deliveries.

We had arranged a larger production but had underestimated the force of Hudson prestige.

In the interim between writing the announcements and their publication, some four or five weeks, dealers booked orders faster than we could produce cars.

Repetition of Each Previous Year

The Super-Six, from the first, has outsold all other fine cars. The present situation is but a repetition of what has happened each of the past four years.

Up to the time the present model was offered, 60,000 Super-Sixes were in service. We are building 20,000 this year—one-third as many as had been delivered in the previous years.

Why This Demand For Hudsons?

The answer is found in any locality in any group of motorists.

The reliability and endurance Hudsons have proved in every test and to every owner is a matter of official record and common talk. Read the records for speed, acceleration and hill climbing for the past four years. You will find the part the

Super-Six played excels that of any other stock car or special car or stock materials and design.

Or observe Hudson performance on any city street or country highway. Super-Sixes are everywhere. They belong to people who demand the most of their cars. They are the favorite of the hard, fast drivers and of those who demand comfort and reliability.

There are more Hudson closed and chauffeur driven cars than of any other fine grade. They are the choice of those who want elegance and distinction.

The service of those 60,000 earlier Super-Sixes accounts for today's demand.

How to Get a Hudson Super-Six

Place your order now. Don't delay even if you can't get immediate delivery of the model you want.

There is a great demand for all good cars. There never was such a shortage. Eagerness for prompt delivery has caused many to accept makes that were not even second choice to Hudson. Avoid the possibility of disappointment by ordering your Hudson now. Accept the earliest delivery you can obtain. Remember that the car you buy must serve you a long time and that a slight inconvenience in delivery now will be offset by the satisfaction your Hudson will give.

H. O. HARRISON CO.

2800 Broadway, Oakland
2352 Shattuck Ave., Berkeley

USE OF CHEAP FUEL IN NEW AUTO POSSIBLE

The A. W. Rawlings Company is anxiously awaiting the arrival of the new Velle car. The factory has notified the Alameda and Contra Costa county dealers that they will ship some cars here soon. Their arrival will be welcomed.

The new car is said to be really a new car, from name plate to rear end. A highly developed Continental motor is under the hood with provision for burning low grade fuel with maximum power developed.

The body of the car is longer, with broad doors and more room in the seats. There is more comfort in the seats, due to improved upholstery, and plenty of storage space in seat backs and in doors.

One of the greatest problems in the automotive industry today is the use of low grade fuel. Engineers have been trying to solve this problem for years and Velle designers have reached that point where the new motor uses this type of fuel with the maximum amount of power developed.

The new Continental motor built into the Velle has an internally heated vaporizer, vastly increasing the gasoline mileage and burning low grade fuel.

The crankshaft is held firmly by heavy bearings, and all the bearings are bronze backed. Power is gained by larger valves in the motor and through combustion of all fuel taken in.

Improved Timken axles and bearings are used, Borg & Beck clutch, four starting and lighting system, and a hundred and one other improvements.

"I wish I had these new cars here now," moans A. W. Rawlings, head of the local Velle organization. "The Velle factory has notified us that they are building cars as fast as the plant can turn them out and that deliveries will be good as soon as they build up a reserve of cars. This will be in a few weeks we hope."

"The new Velle is a complete departure from the styles and designs of former models. The factory has built a car that is well made throughout. Standard units are used. The motor is a masterpiece of mechanical skill and its tests have shown remarkable power."

Auto Race Driver Travels in Phaeton

After driving the Essex five-passenger phaeton which he purchased for his own use more than 2200 miles, Ira Vail, the noted racing driver, declared:

"His performance seems to be equaled by its endurance and dependability. So far as easy-riding qualities are concerned, it is equaled by few heavier cars with much longer wheelbase."

Special Jack Top to Get Around Truss Rod

Very often a truss rod is in such a position as to prevent the effective use of the jack. It would be impossible to lift the weight on the rod and the best way to get around the difficulty is to place a piece of U-shaped metal on top of the jack in such a way that the truss rod passed through it while the upper ends of the U rests on the axle housing.

—and remember that!!

Auto Nimrods Lucky in Deer Hunt Bag Limit Because Bucks Careless

The last week has been a great one for the hunting members of automobile row. The deer season opened on the first of the month and the high cost of living sent many of them away in search of fresh meat although in the end it cost more than the steak at the market but they had a lot of sport thrown in.

There was so much talk of hunting deer on the upper end of "The row" before the season opened that Fred, Newcomb and Jack Fleming, the racing driver who are now connected with the selling force of the Latham, Davis and Company, Inc., Stutz distributors, decided that this year they would try their hand at the game.

No one knows how much shooting either of the popular members of the trade have done but they had to hire rifles to start with.

Last Thursday morning they left the city for Gustine where they were joined by Jack Rancho and his son, Sheriff Oliver Cary, Al Reeves and

Bill Wrench. These men know every trail in the mountains west of Gustine and by nightfall camp was pitched in the heart of the deer country.

At daylight the party were all on their station. It was not until 11 a. m. that the first buck was sighted. It came out in the open opposite Jack Fleming who blazed away and had the satisfaction of bringing down a big 115 pound buck the largest taken by the party. It was the first deer that ever fell to Fleming's gun but was not the last for he got a second one before camp was broken up.

Newcomb did not get his first deer until the second day when he brought a buck almost as large as Fleming's. He too, got the limit before he started home.

The result of the hunt is that deer meat is a drug on the market on the upper end of the row, and these two hunters have installed an information bureau for the other dealers who came home empty handed.

TRUCK SQUADRON TO MEET AUTO FLEET PROPOSED

The Frank O. Rehnstrom Co., distributor of Grant and Aelterbury trucks, has come out with a suggestion that the truck dealers in the bay district unite in the biggest parade of commercial trucks that was ever witnessed on this coast and go out to meet the big army transcontinental motor caravan which is now on the way from Washington, D. C. to this coast.

"There is a very general, nationwide interest in this transcontinental trip of army motor trucks," states an official of the Rehnstrom Company, "and it seems to me that the dealers of San Francisco, Oakland and adjoining cities should get together and prepare a program of welcome that will exceed anything of the kind ever seen in this or any other country."

"This is the first caravan of the kind ever put on by the Federal government and easily marks a new era in the truck industry of the country. We should assemble the biggest number of motor trucks that has ever been collected at one time and send them out in a tremendous fleet to meet and welcome

to the Pacific Coast this big delegation of army motor trucks. Such a plan not only carries with it great possibilities of local advertising, but if put on in a big way, it will unquestionably receive national attention. It is particularly appropriate that the Pacific Coast should do a thing of this magnitude and character. The people of the United States look to California to do big things in a big way, and this is an opportunity that we cannot afford to miss."

—and remember that!!

BRUNSWICK TIRES

Manufactured by the Brunswick-Balke-Collender Company

ANNOUNCING

The Opening of
Permanent Headquarters and Salesrooms at:

2847 BROADWAY

AUGUST 1ST

FRANK A. BUSSE SALES CO.

(Oakland and San Francisco)

CORD—FABRIC—SOLID TRUCK

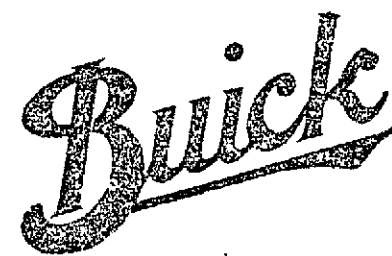
SERVICE STATIONS

MERCHANTS' GARAGE

38th and San Pablo Avenue

SAVOY GARAGE

3069 East 11th Street

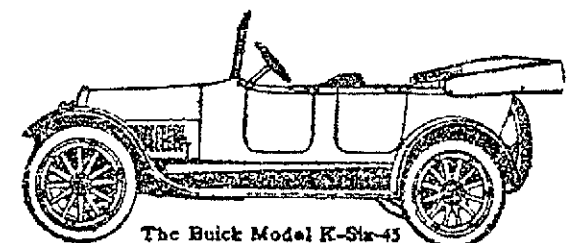


1920 Model K-45

Buick Five-Passenger Touring Car

THE BUICK Model K-Six-45 is a very capable open car for five persons, designed to cover the multitude of uses to which such a car is put. It differs from the big seven-passenger model only in tonneau and chassis length, possessing the same degree of ruggedness, easy-flowing power and mechanical excellence.

The tonneau is even more liberally proportioned. The seat is full three-passenger capacity, set at a comfortable angle. The sides are upholstered clear to the doors with the same French pleated leather used on the cushions and seat backs. Each of the four doors is equipped with a side pocket for storing small parcels. The instrument board is illuminated by a dash lamp. Top and side curtains are made of high-grade fabric, the curtains swinging open with the doors. Behind the front seat is a very convenient pocket for storing the side curtains when not in use.



The Buick Model K-Six-45

When Better Automobiles Are Built BUICK Will Build Them

HOWARD AUTOMOBILE CO.

3300 Broadway, Oakland.

Studebaker

LIGHT-SIX

The Ideal Family Car

A COMFORTABLE five-passenger car, 119-inch wheelbase; 50 h. p. Studebaker-designed and Studebaker-built motor; perfectly balanced chassis; genuine leather upholstery; Gypsy-type top with bevel French plate-glass windows in rear; equipment complete in every detail.

Studebaker builds complete in its own factories practically every vital part of this beautiful new LIGHT-SIX, thus reducing middlemen's profits to a minimum and making possible such sterling high quality at its unusually low price.

WEAVER-WELLS CO.
3321 BROADWAY, OAKLAND
Lakeside 250

STATION
P. O. B.
Oakland

TIGHT CLIPS AND NUTS ARE SAFETY NEEDS

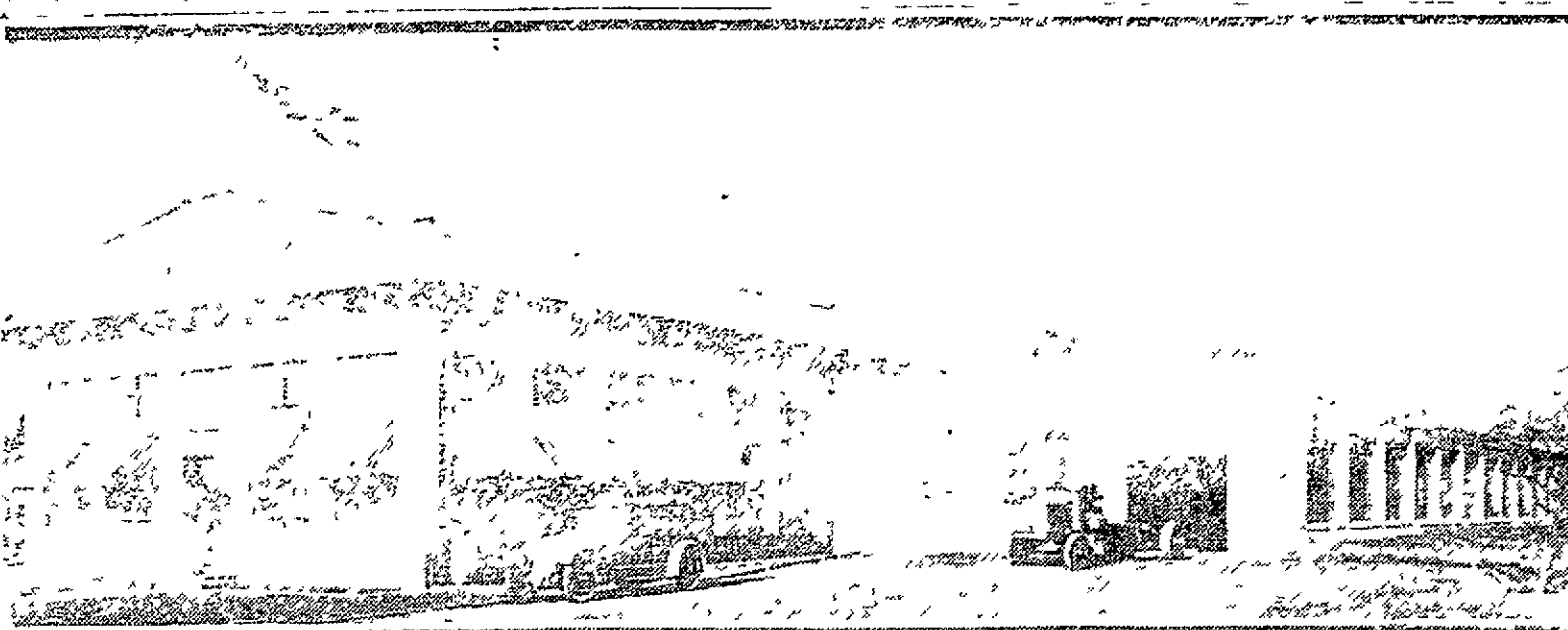
A good majority of the cars now produced in this country are equipped with a method of securing the clips and nuts on the springs of the car such as to make it impossible for them to become loose or to work loose in any way.

In cases where the clips are not secured in this manner, the usual load is not supported by the main leaf of the spring of an alloy steel or by the better able to take the stresses without falling down. Certain other points also are taken into consideration in the design of a car with Hanchison drive but the springs are springy and the result is the loss of motion.

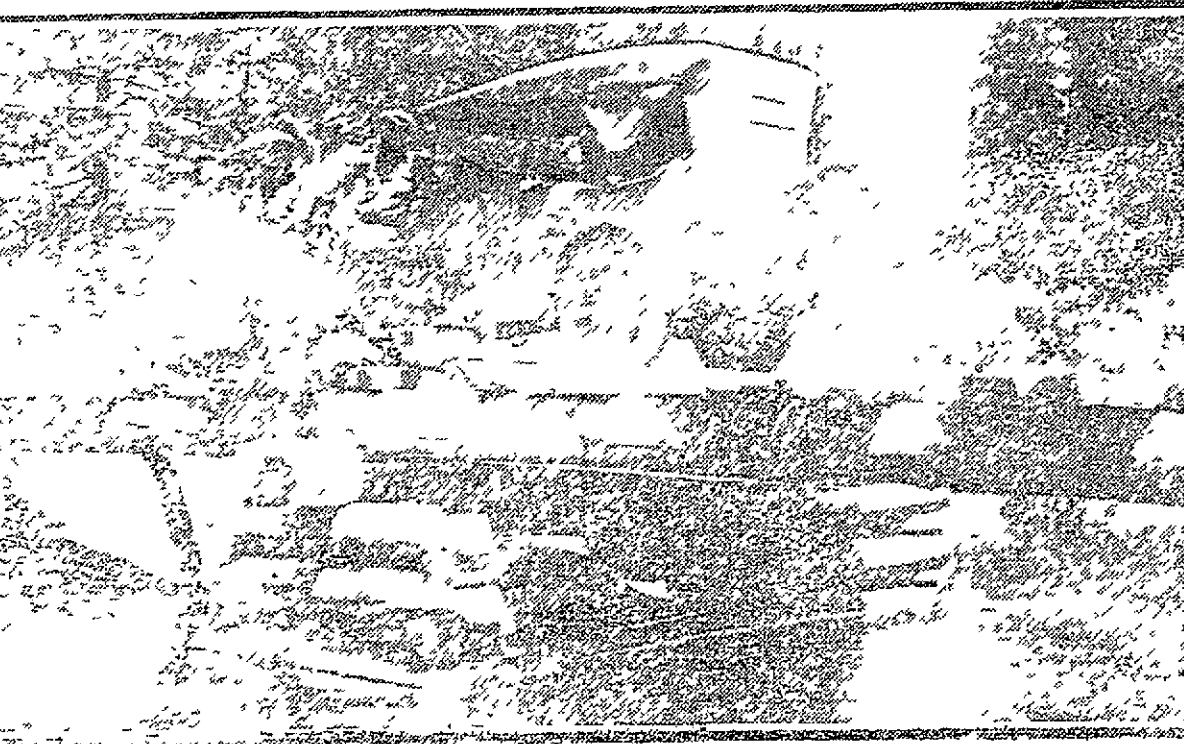
TIGHTER SPRING CLIPS
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OAKLAND'S TRUCK PLANT, THAT OF THE FAGEOL MOTOR COMPANY ON THE FOOTHILL BOULEVARD, is rapidly becoming one of the big factors in the commercial vehicle field on the Pacific Coast. During the short existence of the local manufacturers they have made tremendous strides.



IN THE HIGH SIERRAS, BEYOND LAKE CHESTER, TO A STREAM ABOUNDING IN trout, El. Wells led this happy group of campers. The car, of course, is a Big 6 Studebaker.



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Country Dry, So Autoists Pledge to Drink No More

Involuntary guests of New York's first law court with a view to the future, the autoists have pledged to drink no more. The pledge was made by the members of the New York Automobile Club, who are now in the hands of the court.

HELPFUL HINTS

Q. I have been having trouble in getting my car to have better pickup. I seem to be wrong on the clutch and adjustment. Everything else is all right. What I want to know is which gives the better results a run or a lean mixture?
A. The slightly rich mixture is the better.
Q. Where can spare parts be obtained for the Alco car? Is it a good idea to have them sent out to the dealer?
A. You can get Alco parts from the Puritan Machine Company, Detroit, Mich. or from the International Motor Company, New York.
Q. I had an idea for making a combination steel frame and fender in one piece. Stamped out at the same time and cut away on the inside to make room for my parts. Wouldn't that go away with a lot of stress on the frame?
A. It would add rigidity to the frame but I don't like the idea of making the fenders integral because if a fender were bent or bent over it would ruin the frame to get a new fender unless a new fender were to be riveted to the frame. However, it would destroy the original benefit.
Q. In replacing a gear that is in mesh with another gear it is necessary to get two new gears or just one? Take the rear axle gears and timing gears as examples.
A. It always is better to install pairs of gears as a new gear in mesh with a worn one is likely to produce a new combination. However, you might lap in the gears if you have facilities.

BUSINESS MEN GO CAMPING

During these vacation days when thousands of business men and women worn out and tired by many months of strenuous effort are closing up their desks and seeking the lakes and the mountains to the tests for rest and recuperation, the automobile is a most convenient mode of travel. The automobile is a most convenient mode of travel.

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SPEED RULES OF NEW MOTOR LAW DEFINED

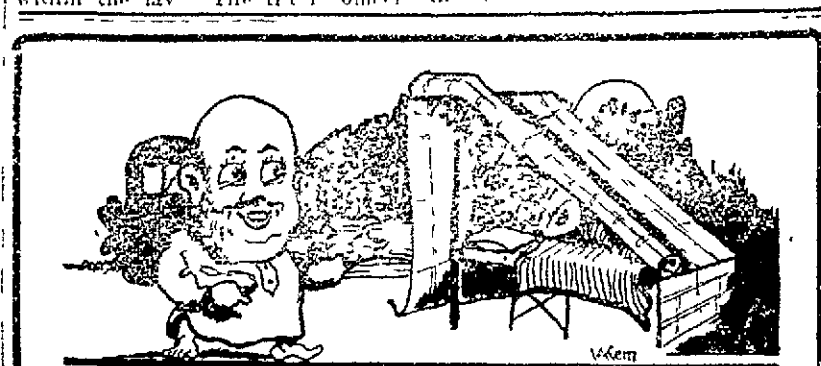
Charles N. Weaver, northern California distributor of the motor vehicle act of 1919, as I find there is a great deal of uncertainty and misapprehension in regard to the new speed limit permitted under this act, a portion of this section reads as follows:

"No person shall operate or drive a motor vehicle of other vehicle on a public highway at such rate of speed as to endanger the life or limb of any person or the safety of any property provided that it shall be unlawful to operate or drive at a rate of speed in excess of thirty miles an hour except in the direction toward which he is traveling and of all highways which intersect such highway within four hundred feet of such operator or driver, to a distance of at least four hundred feet from the highway on which he is traveling and there is no person vehicle or other object visible ahead on such highway on which such operator or driver is traveling within four hundred feet of such operator or driver on any such intersecting highway within four hundred feet of the point of intersection of the center lines of such highways, provided that in no case shall any vehicle be operated at a rate of speed in excess of thirty miles an hour."

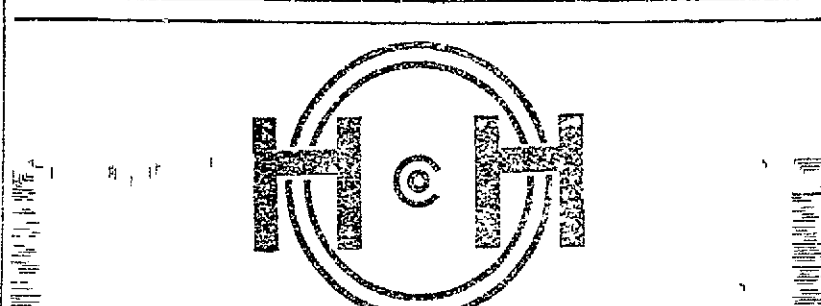
All automobile drivers should read this proposition carefully and suggest it. A great many people are under the impression that under this new act 30 miles per hour is the new speed limit and that it takes the place of the old limit of 30 miles per hour. This is not the case. Thirty miles per hour is only permitted in accordance with the above quotation from the 1919 act. In other words, the only time the 30 miles is permitted is when the driver is out on a country road and there is no object of any description on the road. If there is an object on the highway ahead of the machine within 400 feet then 30 miles is the limit. If there is an object ahead of you within 400 feet, you must slow down to 20 miles per hour. If a driver is approaching a crossing and can not see and he has not a clear vision of the intersecting road for at least 100 feet from the road on which the operator is driving, the 30 miles per hour does not apply.

Remember that if one person is driving on a highway at a rate of 30 miles per hour, a driver has no right to pass him. The consequences would be that if a driver was traveling on a highway, even though the

highway was clear for miles ahead and the second driver attempted to pass him when the first driver was going 30 miles an hour it would be impossible for him to pass and it would be within the law. The first driver of the 30 miles an hour is watching this 30 miles per hour as carefully and all one of a car should observe the letter of the law. The first driver of the 30 miles an hour is watching this 30 miles per hour as carefully and all one of a car should observe the letter of the law.



Did you ever see an Auto Cushion unfold and form a Complete Camping Outfit? The 4 in 1 Does it. Let us Show You. **4-in-1 AUTO BED CO.**
Phone Market 8189 149 Valencia St. S. F.
PHONE PIEDMONT 6506 6120 Hildreth Ave. Oakland
Demonstration 20th and Broadway, Oakland



Our Stock Is Complete

It will cost you more to say "Good Morning Judge" than to equip your car with LEGAL LENSES NOW! Priced \$250 to \$550

We specialize in rear vision mirrors and in signal devices for stopping and turning required for closed cars.

H. O. HARRISON CO.

2810 BROADWAY Lakeside 2790

Only Quality Trucks Have Repeat Value---And They Cannot Be Made to Sell at Cheap Prices.

Moreland Distillate Motor Trucks have a strong following from concerns that have used them over a period of 4 to 7 years.

When you are buying truck equipment, compare the various makes just as you would a hand-tailored suit and a "hand-me-down." The former will be the most serviceable and less costly in the end, while the latter's period of service is limited, causing increased expense and grief.

For instance, the Moreland heavy duty trucks are equipped with the powerful Standardized Class "B" Military Truck Motor. This feature alone assures maximum power, the acre of quality of material and long life at a minimum operation cost.

Compare the features of the Moreland to any other ten standard makes and you will realize why our equipment excels all others for western hauling.

Moreland Motor Truck Company

Oakland Branch
3450 Broadway W. A. Daley, Mgr.
Best for the West

Attention!

Tire Buyers

GOOD tires are "Good Buys." Here is one thing that you must not lose sight of if you want tires that last and "save." Get Good Tires. You get the insurance when you buy tires from us. Every one absolutely guaranteed for full mileage.

Size	Price
30x3	\$10.50
30x3 1/2	13.60
32x3 1/2	14.90
31x4	19.75
32x4	20.50
33x4	20.25
34x4	21.25
34x4 1/2	25.75
35x4 1/2	26.60
36x4 1/2	27.50
35x5	30.50
37x5	31.75

Oakland Tire Co.

2334 BROADWAY
1930 BROADWAY
OAKLAND, CAL.

ANNOUNCING CHANGE OF LOCATION

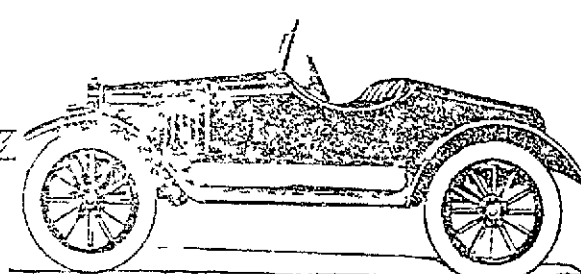
Savage Tire Sales and Service
Will Be Handled in the Future at
278 12th Street
Phone Lakeside 767

Our Aim Is to Give Prompt, Courteous Attention and Exceptional Service

Savage Tires and Savage Service Are Designed to Excel

SAVAGE TIRE SALES CO.

Distributors of Savage Tires for Alameda County
E. E. COFFMAN, Manager



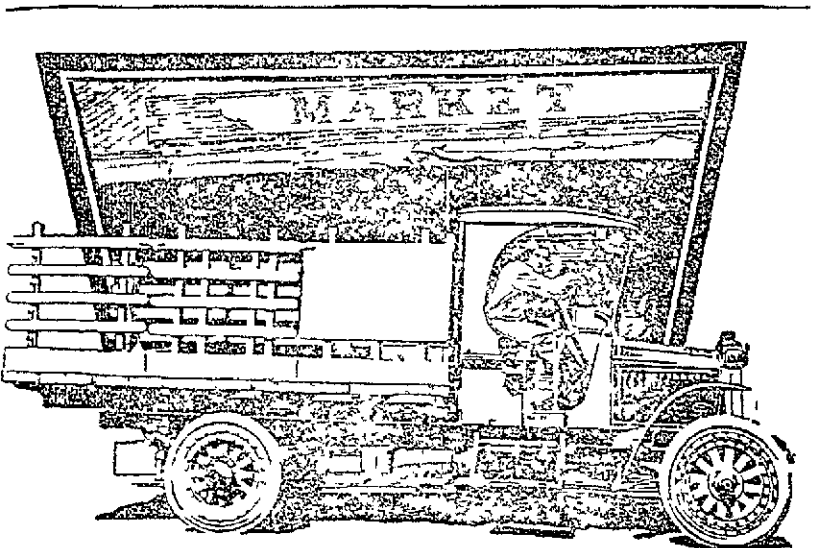
Speedster Bodies for Fords

Easily Installed on Any Ford Model
We have them on hand ready to put on but the supply is limited.

"They make old Fords look new"
"They make new Fords attractive"

OAKLAND AUTO BODY WORKS

416 25th Street, Oakland
(near Broadway)



"Give Me an Atterbury for Real Service"

ATTERBURY MOTOR TRUCKS OF MAXIMUM SERVICE

Thus saith the driver who knows better than anyone else what the truck does. He drove a 3 1/2-ton ATTERBURY that handled twice as much tonnage as a 5-ton truck of another make.

This ATTERBURY driver won't take off his hat to any other truck because he knows.

And after you have owned an ATTERBURY you will swear by it, too, just as the driver does.

Frank Penstrom

2953 Broadway, Oakland
Los Angeles Stockton
ATTERBURY MOTOR CAR CORPORATION, SAN FRANCISCO
San Francisco Los Angeles Stockton

CALIFORNIA HEADS NATION IN ROAD WORK

With a total appropriation of \$70,000,000 for good roads California has exceeded every other state in the United States, leading the state of Texas, her closest competitor and winner of last year's good roads program, by \$10,000,000.

Nationally, the sum to be expended this year on good roads is staggering. According to figures collected by the R. F. Goodrich Rubber Company, combined forces of the federal government, states and counties, will spend \$330,000,000 in new construction and maintenance of the nation's network of highways, a sum that would build and duplicate another Panama Canal.

Roughly Goodrich officials estimate that the expenditures for highway improvement is approximately \$3.00 per capita; or, to be more exact, each man, woman and child in the United States would contribute this much for the building and bettering of roads were the sum spent on a basis of population. At present, the average state would pay \$7.93,333.

STOPPED DURING WAR

The era of good roads talk has at last been succeeded by the era of good roads construction. The nation's highway building programs now, says one of the Goodrich highway correspondents, but the enthusiasm must not wane. The millions being spent will be spent this year, and the state undertakes to repair roads as quickly as they build.

While the amount available for expenditure this year seems staggering, it will not be enough to make up for the deferred war construction, for normally the amount spent on roads in the United States is well above \$2,000,000 and the war construction has applied brought road building almost to a stop in many localities.

Three great factors have been largely responsible for this year's amazing highway expenditures. First, the incentive for states to match federal aid appropriations; second, the passage of enormous bond issues for good roads in many states; and third, the attention on the urgent need of good roads by the war.

Reports from state highway commissioners to the Goodrich officials show some interesting individual features.

COMPLETING THE HIGHWAY

Construction in Virginia during the next six years of 5,750 miles of highway at a cost of more than \$60,000,000 has been approved.

In the New England States—Connecticut, Massachusetts, Rhode Island, Vermont and New Hampshire have been interesting in closing up short gaps on their main highways, which are otherwise improved for the entire distance. The same condition has been true in New York, where numerous projects are being linked up with an extensive network of roads which are already hard surfaced.

One of the features of this year's work will be the completion of the Dixie Highway, which will be done by the states covered by the entire distance, and with the Government. For instance, in Illinois the highway will be improved in many spots, one of which is over a distance of 54.5 miles at a cost of \$994,100 and the construction will be of concrete and bituminous macadam. At the same time Georgia will be working on the road from Atlanta through to Marion, a distance of 72 miles and the completion of the Dixie Highway in that state. In Tennessee and Kentucky projects are under way which will further serve to improve this famous old highway, which cuts through the central section of the country from north to south.

Iowa is entitled to the palm for consistent road construction. This state, which has more automobiles per capita than any other state in the union, spent in the neighborhood of \$15,000,000 during both 1917 and 1918, and is spending \$20,495,324 this year. Iowa has a four-year highway program. When their state system is completed it will be not only the equivalent to a trunk line system converging to the cities, but to a trunk line clear across the state from east to west through every county, and north and south through every county as well. The Iowa plan will give each state the most notable road achievement of any state in the nation, from where else has a system been adopted that treats every county alike or that reaches every district impartially.

CALIFORNIA HEADS LIST

California is more than pleased with the result of the Good Roads program and with the fact that Golden Poppy State tops the highway appropriation list. The California appropriation is the aggregate of \$40,000,000, raised by state bond issue; \$20,000,000, raised by county bond issue; and \$10,000,000, secured through federal aid. The enthusiasm with which the people of this state supported the project is evidence of the importance attached to the necessity for good roads and has resulted in one of the most progressive steps in the history of the state.

The following data has been collected by the R. F. Goodrich Rubber Co., and represents the amounts to be spent for good roads in every state in the Union: Alabama, \$1,000,000; Arizona, \$6,300,000; Arkansas, \$4,297,335; California, \$70,000,000; Colorado, \$4,742,000; Connecticut, \$5,670,000; Delaware, \$5,328,000; Florida, \$5,000,000; Georgia, \$7,750,000; Idaho, \$2,160,000; Illinois, \$6,013,704; Indiana, \$12,000,000; Iowa, \$20,495,324; Kansas, \$3,000,000; Kentucky, \$2,500,000;

RICHMOND-SAN RAFAEL FERRY

SUMMER SCHEDULE

EXCEPT MAY 1-1919 DAILY EXCEPT SUNDAYS

From Richmond—7:30 a. m., 9:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m.

From San Quentin—8:15 a. m., 10:15 a. m., 12:15 p. m., 2:15 p. m., 4:15 p. m., 6:15 p. m., 8:15 p. m.

SUNDAYS AND PRINCIPAL HOLIDAYS

From Richmond—7:30 a. m., 9:30 a. m., 11:30 a. m., 1:30 p. m., 3:30 p. m., 5:30 p. m., 7:30 p. m.

From San Quentin—8:15 a. m., 10:15 a. m., 12:15 p. m., 2:15 p. m., 4:15 p. m., 6:15 p. m., 8:15 p. m.

Extra trips when necessary.

R. & S. R. F. & T. Co. Phone Rich. 221

MARTINEZ-BENICIA FERRY AND TRANSPORTATION CO.

Half hour boats leave Martinez 9:30 a. m. to 7:30 p. m. Leave Benicia 10 a. m. to 8 p. m.

SUMMER SCHEDULE

Leave Benicia

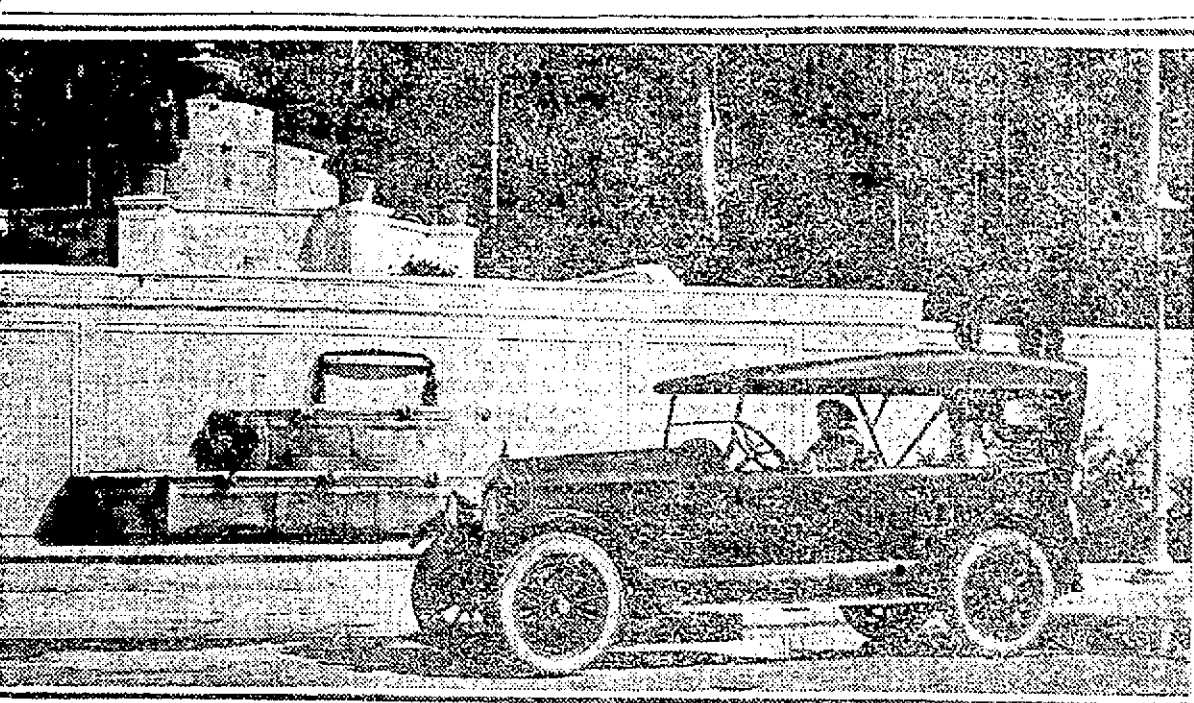
7:00 7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30

Leave Martinez

7:30 8:00 8:30 9:00 9:30 10:00 10:30 11:00 11:30

Effective May 1, 1919

COLE AERO EIGHT TOURSTERS ARE BEING PURCHASED BY A LARGE NUMBER OF women buyers. They extoll its beauty and easy driving qualities. Here is to be seen a tourster model.



Keep Your Eyes Peeled for Glass Autoists Can Reduce Accidents

Motorists—when you see glass in the road, tarry a moment—get out of your car and sweep it aside. If you have nothing with which to sweep it, take your foot and shove the broken glass into the gutter or off the road. If everyone does this there would be fewer ruined tires.

Broken glass does not cause punctures at first, but small particles work into the tread and then through and into the tube.

"A little care on the part of the motoring public will keep glass off the roads and make traveling better for everyone," says Lew Taylor, distributor of King cars here.

"Another thing—when you see a stick of wood with nails in it, pick it up and toss it aside. The next man may not be as vigilant as you are and hit it and have to change a tire."

"When you see loose nails in the road, throw them out."

"These acts of courtesy to your fellow man, take only a moment or two, and make life pleasanter for all motorists."

"Small boys are as much to blame for glass in the streets and roads as anyone else. They many times throw bottles into the road to hear them break and then run."

"It would be a good idea to have

Louisiana, \$2,000,000; Maine, \$1,370,000;

Maryland, \$6,750,000; Massachusetts, \$6,000,000;

Michigan, \$15,000,000; Minnesota, \$11,227,986;

Mississippi, \$7,000,000; Missouri, \$7,412,973;

Montana, \$6,300,000; Nebraska, \$2,000,000;

Nevada, \$1,777,499; New Hampshire, \$1,630,000;

New Jersey, \$6,300,000; New Mexico, \$4,000,000;

New York, \$2,000,000; North Carolina, \$5,000,000;

North Dakota, \$1,083,000; Ohio, \$12,321,500;

Oklahoma, \$2,000,000; Oregon, \$2,000,000;

Pennsylvania, \$8,750,000; Rhode Island, \$1,470,000;

South Carolina, \$7,000,000; South Dakota, \$6,750,000;

Tennessee, \$5,500,000; Texas, \$6,050,000;

Utah, \$10,002,784; Vermont, \$1,707,600;

Virginia, \$2,400,000; Washington, \$6,500,000;

West Virginia, \$2,000,000; Wisconsin, \$3,200,000;

Wyoming, \$9,500,000.

—and remember that!!

CALIFORNIA ROADS ARE BETTER THAN OREGON HIGHWAYS

Paul Taggart, of Anaheim, Calif., with Mrs. Taggart and Mrs. Jean Taggart-Beckford, returned last evening from a three and one-half weeks' auto trip to Vancouver. The party covered 3500 miles.

"All roads in California, whether boulevards or gravelled, are far superior to anything north of this state," said Taggart. "In Oregon we found the roads badly torn up. They are rutted in 200 miles of paving there this year. In Washington, most of the roads were gravelled 30 years ago, and there has been nothing done to them since. It took all day to cover the series of chuckholes stretching 150 miles from Portland to Seattle. However, from Seattle to Vancouver, 164 miles, it is paved."

"I had been to Yosemite before, but I must say that a visit to that wonderful place is better than half a dozen trips through Oregon and Washington to Canada."

"Vernon, by the way, is crowded with tourists. Camp Curry is feeding 1600 to 1500 daily and you can't get accommodations for weeks ahead. The only place we camped out on the trip was there where we found at least 3000 other auto parties doing the same."

"The economy and efficiency of machinery lies in the way it is handled and treated. We need a society for the prevention of cruelty to our modern iron horses which feed on gasoline, just as we did for the old consumers of hay and grain."

"Just because a truck can't feel is no reason why it should not be handled with care," argued Mr. Mesury with sympathetic fervor for the much abused, misused motor truck.

"We have societies for the prevention of cruelty to Old Dobbin and the Old Gray Mare; but who ever thought of a society for the prevention of cruelty to motor trucks?"

Such a plan is suggested by Alfred P. Mesury, chief engineer of the International Motor company, manufacturer of Mack trucks.

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BIG TRUCK'S FEAT LEADS OFFICIALS TO PLACE ORDER

Before the City of Bakersfield purchased a service motor truck for general use in municipal work of an exceedingly heavy hauling character the board of supervisors of the big oil center is said to have demanded and was given one of the most convincing demonstrations ever staged for a little purpose.

Confronting the municipality was the common problem of hauling road building materials. Frank E. Norman, western representative of the Service Motor Truck company with headquarters at the E. L. Peacock Auto Company, staged the demonstration which resulted in the sale of a 5-ton dump truck.

Loading the truck with 175 sacks of cement, each sack weighing 96 pounds, the truck started from the freight sheds to a distant point in the city where street work was under way. When the truck, with its load of 16,000 pounds of cement had traveled a distance of only two blocks it overtook two horse-drawn wagons, each hauling two cubic yards of fine gravel and bound for the same point as the truck.

While the weight of each wagon was approximately three tons, Norman proposed that the horses drawing them be unhitched, the wagons coupled to the truck and the task of hauling the entire load be imposed upon the truck. The supervisors immediately consented and the wagons and truck coupled up.

The truck went blithely on its way although it was hauling a load in excess of fourteen and a half tons.

BE KIND TO TRUCK MASURY'S SLOGAN

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Air Service Station Is Planned Grounds Are Bought for Airdrome

The rapidity with which the airplane is establishing itself in the commercial life of San Francisco is reaching beyond the conception of the public.

The average person still looks upon the airplane as a sort of stunt invention, akin to the circus wagon. They do not appreciate that it has been taken out of the hands of the "dare devils" and become one of the commercial factors of the future through the intense development during the war.

What this really means can be appreciated from the announcement of Earl P. Cooper, distributor for the Curtiss airplane that he is closing a lease for 100 acres close to San Francisco for the purpose of establishing a service station, training school, testing grounds and an airdrome.

Cooper in speaking of his latest expansion says: "The number of airplanes we have already placed in the hands of private owners demands that we at once establish a service station where these planes may be inspected from time to time by experts that are thoroughly qualified to know that these ships of air are in perfect condition."

"There has come to our notice that many are contemplating the establishing of airdromes and service stations where airplanes may be adjusted and taken care of. Undoubtedly many of these men will be qualified to do such work but there will be many others who think they know all about airplanes starting into the business who will have lots to learn. It is to establish a standard of service and to give to everyone who buys a Curtiss plane a guarantee that he will have a place where his plane can be taken care of properly that is good business to establish our own airdrome and service station."

"There are many considering buying airplanes who are not certain really know how to fly. This is another reason for our establishing a testing grounds, not so much to test the airplanes but the ability of those who are buying them. We must be satisfied that a man can fly before we will deliver him a plane. If we feel that his education in aeronautics has not advanced to that stage to make it perfectly safe for him to take off of the ground we decline to deliver him a plane until such times as he is qualified for a license."

"Up to the present time all those who have bought planes have been qualified to fly but there will be a time when we will have to put into force this rule."

"There are others who want to learn to fly and want to be taught by the best methods and that is what we expect to supply in our school."

AMERICAN BOYS ARE VICTIMS OF BRITAIN'S CUPID

LONDON (by mail).—American soldier-students at British universities are doing something else besides studying. They are negotiating sentimental alliances between U. S. male citizenry and the gentler sex of Britain. In other words, they are marrying English, Scotch, Irish and Welsh girls wherever they happen to be quartered by the army educational authorities.

TIRE CHANGE ONCE IN 3546- MILE JOURNEY

One tire change in 3,546 miles of transcontinental touring and one mechanical adjustment, a new fan belt, is a record claimed by W. J. and H. C. Emerick, in a White two-ton truck equipped with Goodyear cord tires.

The Emericks were accompanied by their wives and families and camped in their truck during the whole trip. The big machine was equipped with a bus body, which had storage places for food and cooking utensils and everything needed for a long trip.

They drove up the salesrooms of the White Company across the bay and were congratulated by officials of the Goodyear company, as well as a big throng of San Franciscans who gathered about the unusual Pullman mounted on a truck.

The Emericks left their home in Bellefonte, Pennsylvania, June 17th and have been on the road most of the time since. They are in the motor bus business there and took out of the bodies from a bus and mounted it on a White two-ton chassis, and equipped with pneumatic cord tires. The machine rides easily and the party reports that the trip was fine, except for the mud in the middle west.

One of the most important things carried on the trip was a slight matter of eleven home-cured hams. These added zest to the trip and made good dinners on many a night on the long trip.

From their home in Bellefonte, the Emericks drove to Pittsburgh, then to Wheeling, West Virginia, then to Zanesville, Indianapolis, St. Louis and Kansas City, and then to Hutchinson and Dodge City and then south through Colorado, to Trinidad and into New Mexico. In this part of the trip the roads were bad. Deep mud was encountered in Kansas and Nebraska. In places it was hub deep and the Grand was low. They drove to the Grand canyon of the Colorado and had a visit at this wonder of nature.

They then drove into California and found the roads wonderful. The Emericks declared that they had heard of the progress made in road construction in the east, but did not believe it. They declared they were glad to reach the concrete roads in putting it mildly.

From Los Angeles, the party came north by the coast road and stopped at Monterey and then finished the trip via the Big Trees into San Francisco.

They plan on returning by way of the Lincoln Highway. They will go to Yosemite Valley and then over the Tioga Road into the Lake Tahoe country.

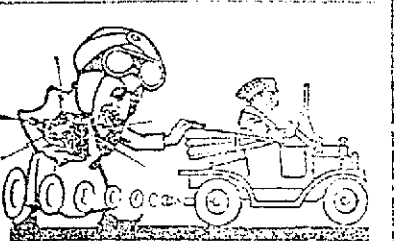
PHONE IN AUTO ENABLES OWNER CONTINUE CHAT

In the August issue of McTear, there is a brief story on the latest adaptation of the telephone—for use on motor cars. The gadget accompanying the story shows the telephone equipment in place on a car, including a pair of standards with wires strung between, very much like the apparatus used for wireless telegraphy.

McTear, "is capable of keeping in communication with another station for a distance of fifteen or twenty miles. The transmitting apparatus employs vacuum tubes as generators of radio energy and the receiver embodies amplifiers which enable communication to be maintained long after the signal have become too weak to be heard."

In its present form this automobile telephone equipment would scarcely be capable of general adoption, but it is not hard to see in it the progenitor of the outfit that will some day be available, whereby the business man will be able to keep in constant touch with his office or home, no matter where he may be.

—and remember that!!—



Power for Fords

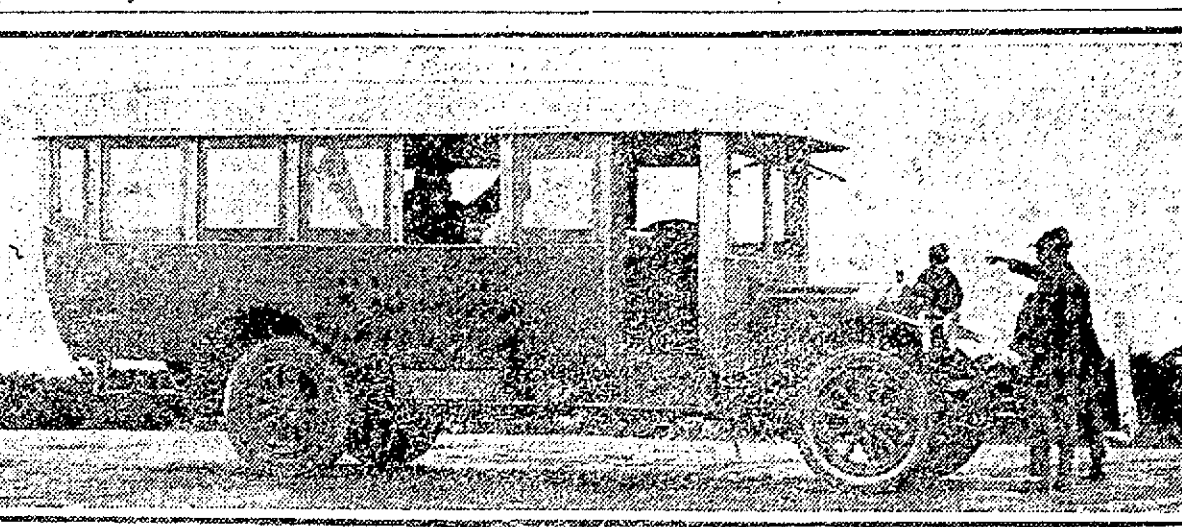
Bosch Magnetos
Installed on your Ford car will increase the mileage, power, speed and make the motor run with 25% more smoothness.

We install them with this guarantee

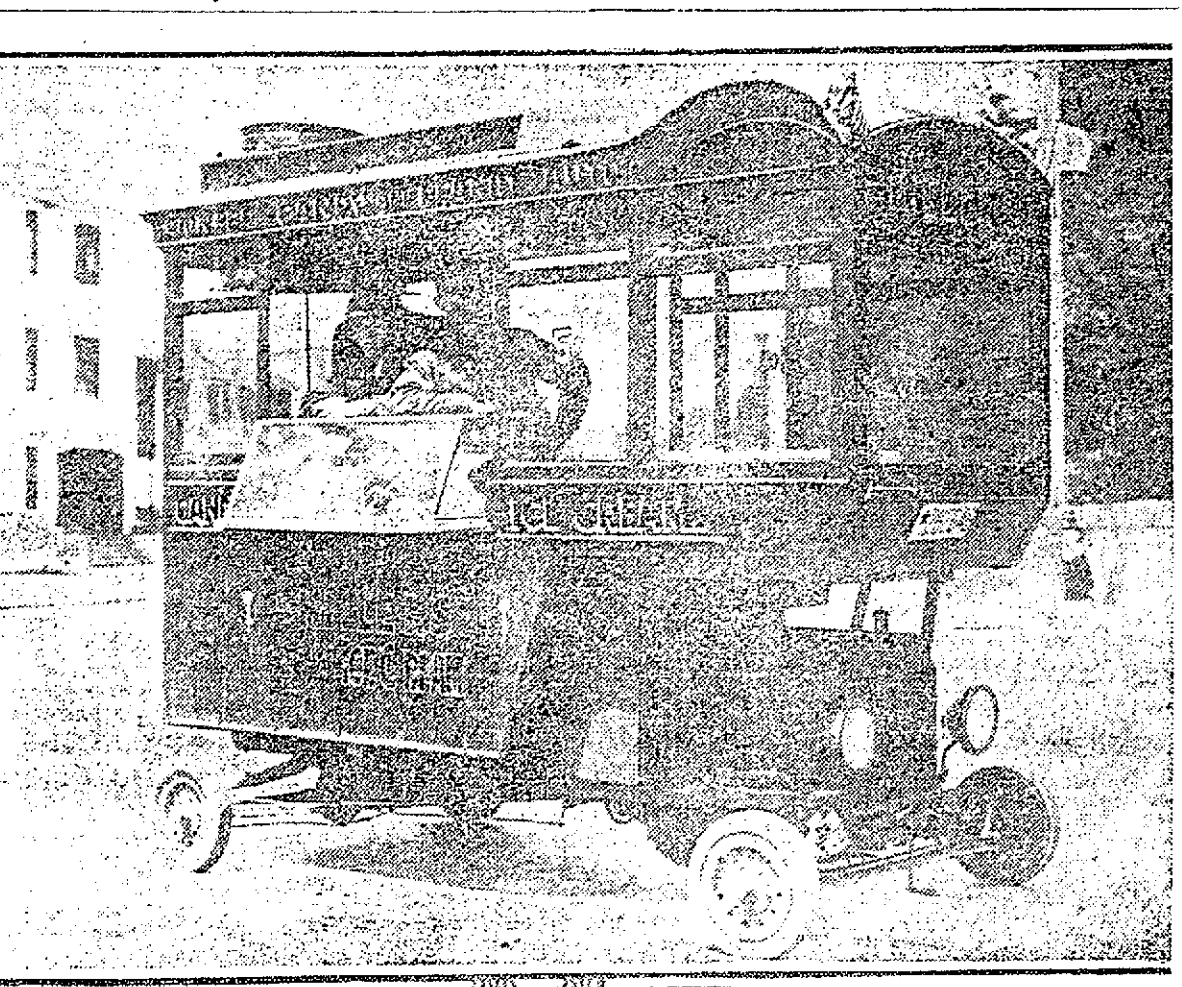
Motorcar Electrical Co.
(OFFICIAL)
Bosch Service Station

2324 BROADWAY
Phone Oakland 5209

A GOODYEAR TIRE EQUIPPED WHITE TWO-TON TRUCK IN WHICH W. J. AND H. C. Emerick crossed the continent. They came from Bellefonte, Pa., had only one tire change and no mechanical trouble. This shows the truck in the mud of the middle west and the way it looked on its arrival here.



EVEN "HOKEY-POKEY" ICE CREAM WILL NOW BE DISPENSED IN MODERN FASHION. A progressive local merchant has fitted up a sales-shop on a Ford chassis—mounted on small Goodrich solid tires. His market is no longer limited by the short distance old Dobbin can travel in a day.



Read Now; Keep Out of Courtroom New Auto Laws Will Be Enforced

Discussing the new amendments to the motor vehicle act, J. L. D. Kepp, manager of the Auto Battery company, agents for the Philadelphia Diamond Grid Battery, said that the particular attention of the motorists is now necessary as in a short time these amendments are to be rigidly enforced and it would be better for the motorists to pay a little attention to the new law now than to be saying "Good morning, Judge" later on.

The most important part of the new law is, without question, the headlight problem. This law is made with the idea to make night driving safe and not, as some motorists think, to promote the sale of lighting accessories. It will be necessary to give attention to the new law, forming to the law, for the motorist to equip his car with some form of lens. The cost of the lens ranges from 50 cents to \$10 per pair according to last low elaborate or efficient the motorist desires his lighting system to be. The list of lens with the maximum and minimum candle power of lamps has been published in the OAKLAND TRIBUNE or can be obtained from the Motor Vehicle Department.

The stop and turn signals are a very important and useful addition to the Motor Vehicle Act. One method of signaling is by the arm, providing the signals can be seen by the car behind. It does not seem that many motorists use any signals

for turning or stopping and many accidents are caused through this neglect.

The arm signal is simple. If your car is a left hand drive when you turn to the left hold your left arm out straight remembering the following behind must see it. Much of this signaling is done in such a half way manner as to be confusing to the motorists behind. When you turn, hold your arm out straight as though you meant it. If you stop, hold your arm down, and if you are to turn in the opposite direction hold your arm up. The arm signaling works equally well on either left or right hand drive cars. On the right hand drive car the right hand, of course, would be used instead of the left for signaling.

If the arm signals cannot be seen by the motorist behind, approved signaling devices must be used. There are several of these on the market now and many more will be placed on the market as fast as they are officially approved. Motorists should remember that by using the proper stop and turn signals (arm, mechanical or electrical), they will minimize their liability in case of an accident.

New Way to Detect Leaks in Manifold

A new way of detecting leaks in the inlet manifold is found in the

TRUCKS EXPAND ICE CREAM TRADE

Some people, if they domited the ice cream business of a city the size of San Antonio, would think they were doing about all that could be expected. But the Elgin Ice Cream Company have proved it otherwise, and have proved it so conclusively that they require a fleet of twenty Republic trucks and trailers to satisfy the ice cream hungry populace within a hundred mile radius.

On some routes, they find it fairly easy, but on most routes the shovels and mud chains never get rusty. A representative of the Elgin Ice Cream Company in commenting on their delivery system said "Of course, if it were not for the motor truck it would be absolutely impossible for us to attempt to handle business outside of San Antonio. In fact we couldn't handle even our local business with horse drawn trucks. The shrinkage of our present between the plant and the customer's door would be too great."

employment of a bit of the Japanese incense or punk, that is frequently used as a protection against mosquitoes. The lighted punk is moved all around the manifold while the engine is running. If there is a leak, no matter how small, the smoke will be drawn into the manifold when the punk is brought near the leak.

\$100 AIR FARE FROM N. Y. TO ATLANTIC CITY

(Continued from Page 1)

has established a division of research and statistics as a part of the sales department. Facts and figures which this department has collected have proven of value to truck owners. The department is at the disposal of all owners to render assistance in solving the question of correct motor truck installation.

Winton Company, Cleveland, has been preparing, according to reports to bring out a new model, a smaller six. Announcement has now been made that this will be known as Model 25, of 20-25 H. P. and that it will be in all except size a Winton car in finish, equipment and standards. The price of the car will range from \$3,500 to \$4,500 according to the body type of which there will be no less than thirteen styles.

It is to cost \$100 to travel by the new route in flying boat from New York to Atlantic City. An aerial passenger service has been established with good prospects. Mrs. John A. Hoagland, New York, and Miss Edith Hodges, Dallas, Texas, made the first trip on the new route. New York reports state that the passengers booked already number sufficient to make the venture pay. Daily service will be given. Thirty-five pounds of baggage is allowed.

An Illinois farmer has billed the Curtiss Aeroplane and Motor Company for \$100 as damages to his wheat through the landing of one of the company's planes. Joseph Bennett is one of this company's flyers bound from Millington Field, Tenn., to Chicago. He was forced to come down through lack of gasoline and dropped into the wheat field which from a height looked like a meadow. Residents of the vicinity flocked to the spot and trod down the wheat before Bennett could get away. The farmer shouted at him before he got away, "I've got your number, young fellow" and straightway sent off the bill to the company at Buffalo.

From \$5,000,000 to \$10,000,000 will be required to build and equip the addition to the plant of the Elgin Ice Cream Company, Akron, to be constructed at once in accordance with the general plan of expansion of all of the big tire companies of Akron and elsewhere.

Reo Motor Car Company has a new policy, the building of one model for 1920 and perhaps for all time, it is reported. The makers believe that concentration on one model will aid them and also the purchaser. It has been announced that this model, a Reo Six, will be sold for \$1,650 in the open market. A line of closed car bodies will appear with the only difference, the body. The engine is 3 1/2 x 5 inches and rated at 30 H. P. and the entire production shows many minor refinements.

United States Government ordered for war purposes 204,760 motor trucks, cancelled orders for 77,306, accepted 30,127 trucks to December 1, 1918, had 25,800 delivered to January 9, 1919, and at the signing of the armistice had 46,275 trucks overseas. The total trucks left on order after cancellations were 126,954.

Charles P. Root, veteran automobile editor connected with cycling publications all during the life of that sport and with motor car publications since the start of automobile business, has discontinued his connection with the Herald and Examiner of Chicago and is at present doing yeoman work for the Elgin road race, after the running of which he will finish up his business in Chicago and remove to Los Angeles to reside, there to join Mrs. Root, who has developed an orange grove in the last several years.

Emen S. Hare has resigned as Vice President of the Packard Motor Car Company. The resignation will in

no way alter the plans and policy of the company, it became known through the brief announcement secured Thursday from Packard officials. The statement was brief and was as follows: "We announced with regret the resignation of Mr. E. S. Hare as Vice President. The policy and plans of the company will, of course, not be altered by this organization plan."

Studebaker Corporation has the 40,000 car mark for 1919 in sight and one-eighth of its production goes toward the company is working into the second half of its year with an output of 4,200 cars each month. Plans for next year tell another story for the new factory buildings at South Bend will be under roof by December and by the middle of January the new machine shop should be at speed. By March the company will have attained that high production level when it started to spend millions of dollars for increase of production to a point which it is said will attain 100,000 cars for the year. Studebaker inaugurated a 48 hour week August 1st, instead of 50 hours, threatening South Bend with Detroit and Walkerville plants in regard to working hours.

E. C. Howard, former sales manager of the Cadillac Motor Car Company is reported to have joined with J. McCall White, former Vice President of the Cadillac Company, in the bringing out of a new car which is now in course of designing.

Morgan J. Hammers, President of the Double-Detroit Steam Motors Company, announced Thursday completion of the removal of the factory effects of the company to Chicago, where the company has been consolidated with the Aniakamat Machine Corporation. Manufacturing is to start immediately. Hammers said that it should be made known that all the effects of the company were now complete to the final detail and that no more of the stock would be offered for sale by the company. Offices of the Double company will be continued in Detroit in connection with those of the General Engineering Company.

John Cleary has been appointed advertising manager of the Cadillac Motor Car Company, succeeding Leo Burnett, who resigned. Cleary has been connected with the Automobile Sales Corporation, Philadelphia, in which city he was long connected with the daily papers in the automobile field.

Reports from Toledo state that Flint has lost one of its big industries and mainly through the efforts of John S. Willys, The Mountain Varnish and Color Works of Flint will locate in Toledo. Plans for a plant to rival in size and completeness of details any paint and varnish works in the world have been drawn. The Mountain company is a \$1,500,000 concern and Willys is heavily interested in it.

E. A. Scheu, general sales manager of the King Motor Car Company, is en route to the Pacific coast on an inspection trip, accompanied by S. L. Kux, sales manager for Frank J. Gmellin Company, Detroit, who is making the trip on his vacation and to secure new angles on the motor car business.

Walter K. Towers, editor and director of publicity, has been placed in charge of truck sales promotion for the Reo Motor Car Company, Lansing. Towers, a graduate of the University of Michigan, was a classmate of Clarence Eldridge, assistant sales manager of the Reo company. Towers was editor of American Boy from 1912 to 1917 and editor of Milestones.

Leo Burnett, former advertising manager of the Cadillac Motor Car

Why Pay More—It's So Comfy



MORE ENJOYMENT—NO HOTEL BILLS. Any 3 or 4 passenger car. (Tillman car, cushion seat, light padding, SEVENAS AUTO-COMFORT BED CO., 250 State Street, St. Paul, Minn. 55101-1000)

It's Here

THE car that took the motor world by surprise is here—the New Elgin Six, a year and a half ahead of the times. Designed, tested, refined and perfected—slowly and carefully, while the Elgin factories were making war trucks—the New Elgin Six stands alone as the only thoroughly new after-the-war car on the market.

The New Elgin Six embodies 36 distinct improvements and refinements, every one worth while and sure to appeal to automobile experts. These new cars have been given strenuous and severe tests of over 20,000 miles on all kinds of roads and have been found eminently satisfactory.

Why accept a before-the-war model when you can get—practically the same price—a New Elgin Six, with more power, more speed, more beauty, more endurance, more comfort and more economy than ever before?

New Elgin Six

\$1485.00 F. O. B. Factory
Immediate Deliveries

Hebrank-Hunter Auto Co.

Twelfth and Jackson Sts. 3080 Broadway
Phone Oakland 4076. Phone Oakland 2933
ELGIN MOTOR SALES CO.
Van Ness and Geary Streets San Francisco

N. Y. Autoists Keep Record of Their Traffic Offenses

New York authorities have introduced a new traffic regulation designed to detect willful and persistent violators of traffic regulations.

The proposed amendment to the city code provides that all drivers, operators or persons in charge of any vehicle upon any street in the city shall procure (from the police department) and carry a card provided with three spaces.

Upon the apprehension of any violator of the code the officer indicates the fact of such violation, and the cancellation may, in the discretion of the officer, be in line of an arrest or issuance of a summons, except where the cancellation is for exceeding the speed limit.

After the cancellation of the third space on the "traffic warning card" the holder is arrested for the next succeeding violation. If the person is convicted for the fourth offense the card is surrendered, and his name reported to the secretary of state as a willful and persistent violator of the traffic regulations ordinance.

—and remember that!!—

AUTO DIRECTORY

Sales Accessories Service

OLDSMOBILE MAN BAGS DEER LIMIT

The first local automobile dealer to return from the opening day's deer hunt with evidence of success in hunting down the prey in his haunts is S. C. Purser of the firm of Markham & Purser, Oldsmobile distributors.

Accompanied by City Attorney Lull and Charley Cleaver of San Francisco, Purser started on the last day of July and drove to McCoy's ranch, thirteen miles west of Ukiah.

That thirteen miles, Purser claims, developed into a real test of automobile endurance. He describes it as following an old road not much used by modern motor vehicles and as having some long, stiff grades. This portion of the trip was made at night.

Thirty minutes after daylight on the opening day Purser had bagged his first deer. Before the end of the second day the hunters had brought down three more. Satisfied with results, they started home, making a quick trip back to Oakland.

**Kerosene Prescribed
For Squeaking Car**
In cases of chronically squeaky springs, try jacking up the car so that the spring is removed from the springs and then soaking these latter with kerosene. Run the car for a day or so to let the kerosene soak in and then saturate the springs with kerosene. The oil that has been drained off from the crankcase. After a day's run wipe off any excess oil that shows to prevent the collection of unseasoned dust.

—and remember that!!—

Automobile Tops

R. L. MAKER
2021 Broadway, Phone Lakeside 2306

Columbia Storage Batteries

Motorcar Electrical Co.
2324 BROADWAY, OAKLAND
The only battery with a definite guarantee.
All makes of batteries charged and repaired.

Cylinders

SCOVILLE MACHINE WORKS
3403-3405 PIEDMONT AVENUE, OAKLAND

Matson Battery Co.

Recharge. All Makes. Repaired. Expert Battery Service
12th St., Oak., bet. Broadway and Telegraph, Oakland, Cal. Phone Oak. 491

Nitrolene Motor Oil

NITROLENE MOTOR OIL CO., 1765 BROADWAY

Pittsburg Battery Co.

Guaranteed Rebuilt Batteries
Prices reasonable.
2130 BROADWAY

Rayfield Service Station

CLOVER LEAF CAMPING OUTFITS.
"Telegraph Garage"
Telegraph & Ashby Aves.

Cirola Bros. Garage

Miller Carburetors Sales and Service Station. Telegraph and Shattuck Ave.

Radio Lens

The Indale Specialty Co.
IN LENSES
Officially passed by State
Gives best deviating light
1702 BROADWAY

Oakal Welding Works

WELDING & BRAZING
Cylinders and Tank Cars
Body Work. All Work Guaranteed
Phone Oakland 465, nr. 12th. 2845 Broadway

S. Furch Auto Painting Co.

79 TWELFTH STREET, OAKLAND
Foot of Lake Merritt
Phone Oakland 154

The Ford Men

V. G. BATES C. E. STEINER
Res. Phone Fruitvale 446-J. Ph. Oak. 635.
We maintain Ford factory prices. 4 speeds for Ford Ford Auto rent without drivers.
Radiators made and repaired.
253 12TH ST. NEAR ALICE

NEW CAR DEALERS

Dixie Flyer

S. H. GLIDDON
Distributor, Republic Garage
24th and Telegraph Avenue

Hollier

S. H. GLIDDON
Distributor, Republic Garage
24th and Telegraph Avenue

Jordan

PACHECO AUTO CO., INC.
2901-2907 Broadway
Phone Lakeside 1929

Kissel

Western Motors Co.
2265 Broadway.
Phone Oakland 1234

Liberty Six

F. J. LINZ MOTOR CO.
24TH AND BROADWAY, OAKLAND

Moore

S. H. GLIDDON
Distributor, Republic Garage
24TH AND TELEGRAPH AVENUE

National Cars

F. J. LINZ MOTOR CO.
24th & Broadway,
Oakland, Calif.

Oldsmobile

Markham & Purser
2800 Broadway

Oakland Sensible Six

Chas. H. Burman
3074 Broadway
Phone Oakland 131

Pan-American

S. H. GLIDDON
Distributor, Republic Garage
24th & Telegraph Ave.

Stanley Steam Car

John H. Morgan
Distributors
125 E. 12TH ST. OAKLAND
Can You Beat Them?

MOTOR PARTY BUCKS SNOW IN MOUNTAINS

With five passengers and a load of baggage and camping impedimenta, weighing many pounds, a Cole negotiated mountain passes, bucked through deep snow and not a single mechanical adjustment was made on the entire trip of some 1,200 miles.

"H. C. Dunlap, an official of the Prune and Apricot Growers' association made a trip in an Aero Eight that is remarkable in many ways," claims L. D. Allen, president of the California Motor Sale Co.

"Dunlap, in a letter to Allen, says, 'We went as far north as Crater Lake, in southern Oregon and although we covered all kinds of roads found the car in every instance marvellously capable in spite of the most difficult conditions and extraordinary load. We had five passengers, and our pack included suit cases, bedding, food and practically every requirement for both camping and hotel stops throughout a two weeks trip. I doubt if every one of your cars have been required to handle anywhere near the load over a similar route with canned goods.'

"Happy to report that the whole trip was made without motor troubles or any difficulty whatever. 'Trips of this kind show what an automobile can do. This car opened the road to Crater Lake through deep snow. At times it was backed up and then shot ahead to make a path through the deep drifts, and yet there was no mechanical trouble whatever. 'The mountains of the west are the finest testing place for automobiles in the whole wide world. Men who own cars here use them all year round as soon as the mountain roads open they get out and go traveling. In the east motor cars are laid up for a part of the year to a great extent on account of the snows. Here we use them all the time, so that a car has to be built right to stand the stuff.'"

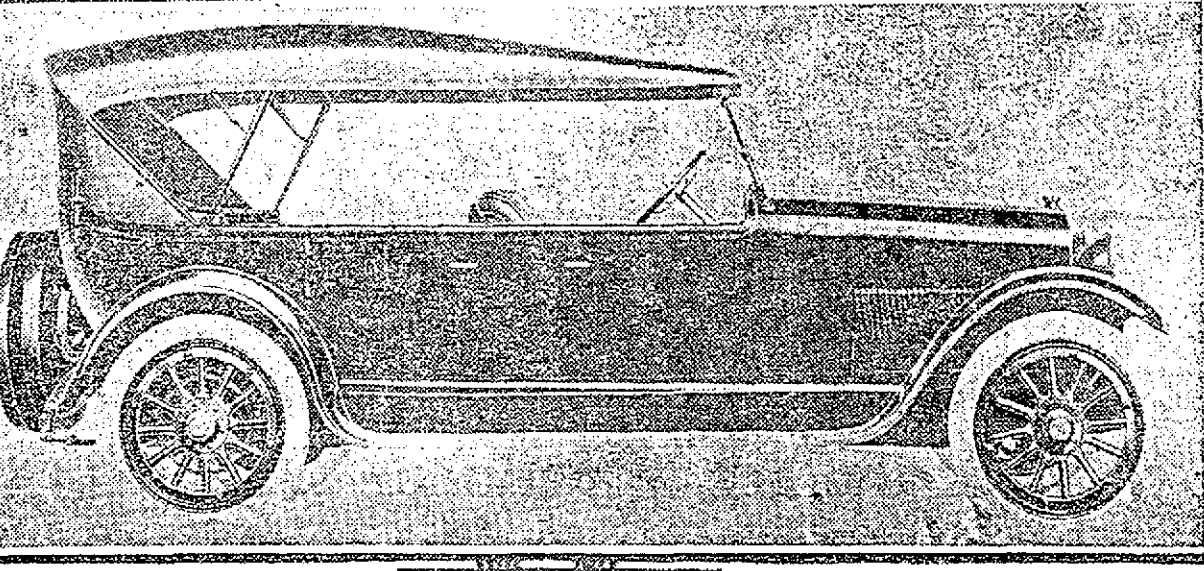
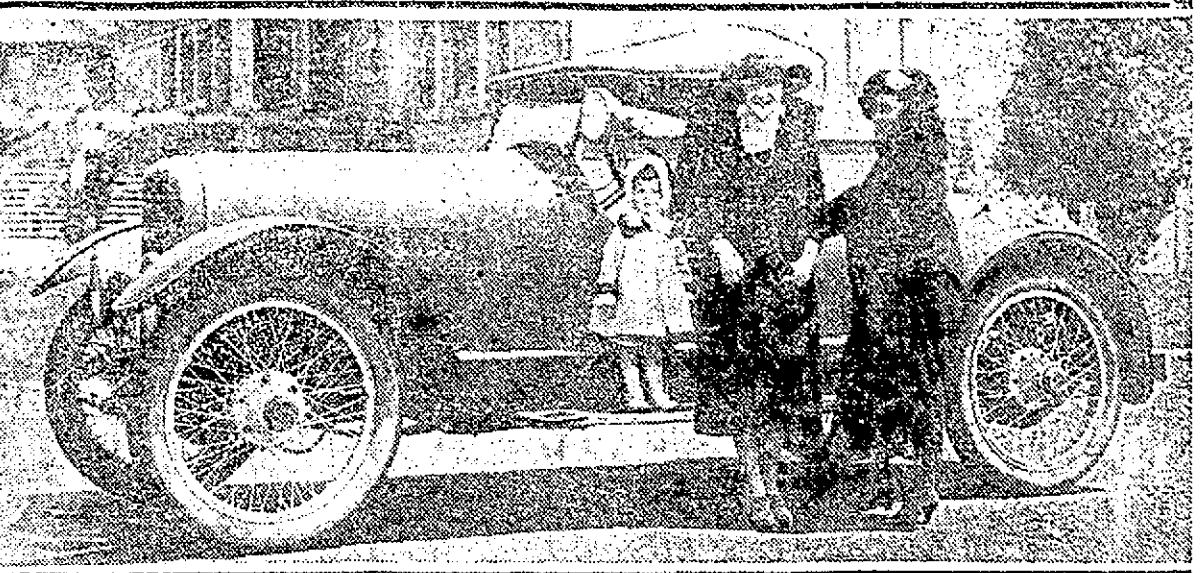
—and remember that!!

Q. I read recently that Cannonball Baker drove from Canada to Mexico on a motorcycle. Is this the same man who drove from coast to coast in a Cadillac? What kind of a motorcycle did he drive and did he drive at night? What ignition was used and if battery how did he keep the battery charged?

A. Baker recently drove from the Canadian side of Blaine, Wash., to Tijuana, Mexico. He is the one who drove the transcontinental Cadillac. In his recent drive he used an Indian, which he drove day and night, taking occasional hours for sleep. He used a standard Spiltdorf DU generator. This generator fed two large lamps, which made it easy to drive at night. Ignition was by Dixie magneto.

—and remember that!!

THERE'S REAL BEAUTY EVIDENT IN EVERY BIT OF THIS PICTURE, A PRETTY CAR—and charming young ladies to ride in it. The model is a Special Paige roadster. From left to right the "tourists" are BABY JEAN OVERMIRE, MISS HELEN HARDY, owner of the car, and MRS. J. S. OVERMIRE.



THIS NEW SEVEN-PASSENGER SIX-CYLINDER CASE CAR WILL SOON BE SHOWN IN Oakland. A shipment is en route and is due here within the next few days.

Here's Way to Catch Auto Thief You Can Help Close the Trap

If the certificate of registration has been stolen from your machine, notify the police immediately and assist them in enlisting the trap laid for the newest type of auto thief.

Here is a list of the places to which the information should be sent: The San Francisco branch of the State Motor Vehicle Department, the Sacramento headquarters of the department and police department.

The auto thief who is in possession of the certificate stolen from an auto is enabled to secure a new certificate of registration for an automobile similar to the one from which the certificate was stolen.

auto thief. Here is his operating plan:

"A certificate was recently stolen from an auto belonging to J. N. Meredith, of Los Angeles. The thief of the certificate placed Meredith's motor number on the motor of the stolen automobile, forged Meredith's name and secured a license for the stolen automobile."

Q. What can one use to remove rust from the inside of cylinders? The side of my engine is continually sloppy with oil and I cannot find any place where it leaks. The breather is on the other side, too.

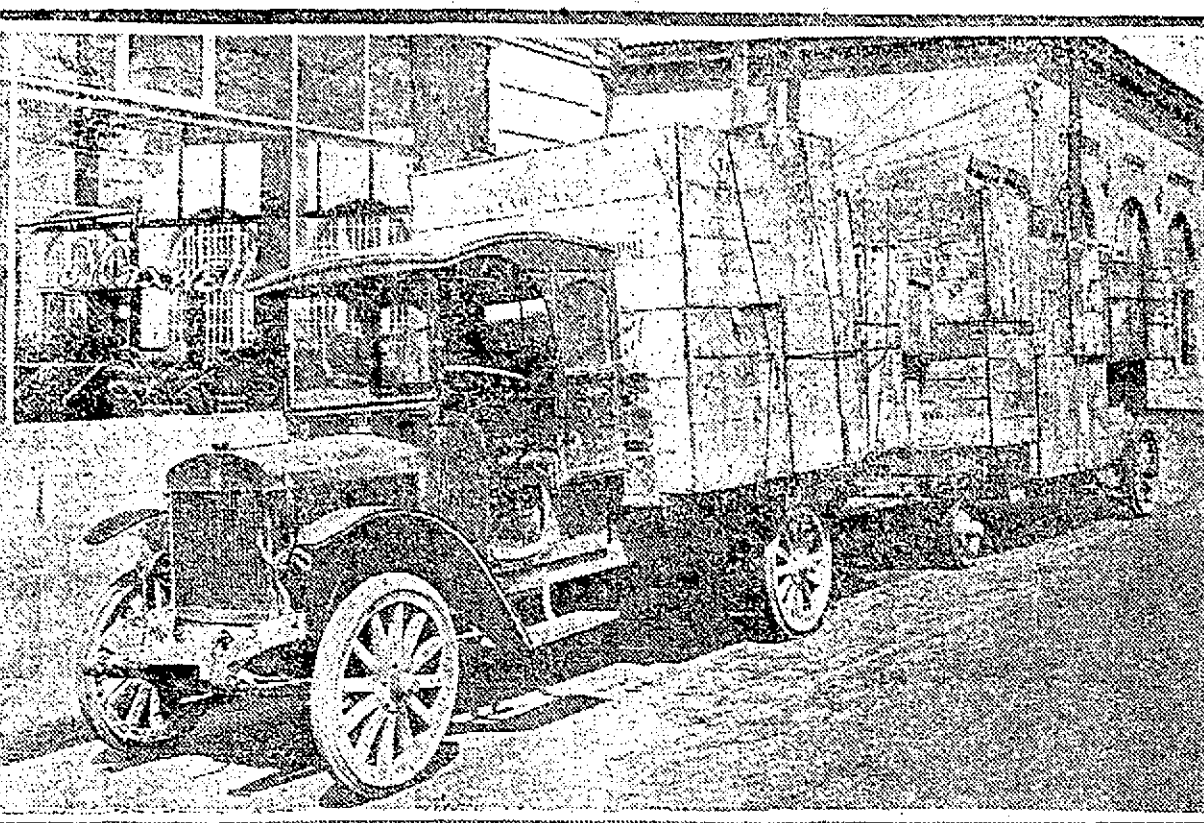
A. 1. Dilute hydrochloric acid is a good rust remover. 2. Probably leaks down through the valve guides.

Nineteen-twenty models of the Case are en route to this city and will arrive within the next ten days, according to shipping advice received by R. A. Spiegel, who will distribute them in the Eastbay district.

For the coming season the Case line will include four models. They are to be a seven-passenger touring model, a four-passenger super-tourer with wire wheels, a four-passenger coupe and a seven-passenger sedan.

The large six-cylinder Continental motor is used in each of these four classes. Advance specifications tell of numerous refinements in body design which indicate that in appointments the various models will have particular merit.

THIS ONE-AND-ONE-HALF-TON MAXWELL TRUCK WITH ITS TRAILER IS CARRYING a total load of six tons—two tons on the truck and four tons on the trailer.



POWER PLANT ON FARMS TO AID LABOR PROBLEM

As another step toward aiding the farmer to solve the labor problem, John N. Willys, president of The Willys-Overland company, The Moline Plow Works, and other interests, is to manufacture an electric lighting and power plant for farms.

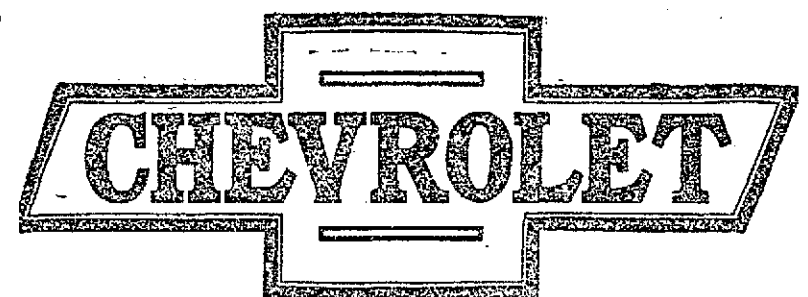
The system, which is known as Willys Light, will be manufactured by the Electric Auto-Lite Corporation of Toledo, of which Willys is the head. The Auto-Lite corporation has been engaged in the manufacture of electric lighting and starting systems for automobiles. With increased facilities it is prepared to produce the new light and power systems in quantities sufficient to meet the anticipated demands.

Macbeth Lenses
PROVED

To Give More Light To Be the Best

GIVEN HIGHEST RATING
JONES AUTO SUPPLY CO.
Distributors
Oakland 8761 2505 Broadway

For the Seventh Successive Month



Leads in Sales

Over all electrically equipped automobile competitors in Alameda and Contra Costa Counties

Here are the July registration figures—study them:

	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Alameda County.....	92	25	17	8	5	3
Contra Costa County...	26	4	3	2	1	1
Total	118	29	20	10	6	4

In the first Six months of 1919 the figures were as follows:

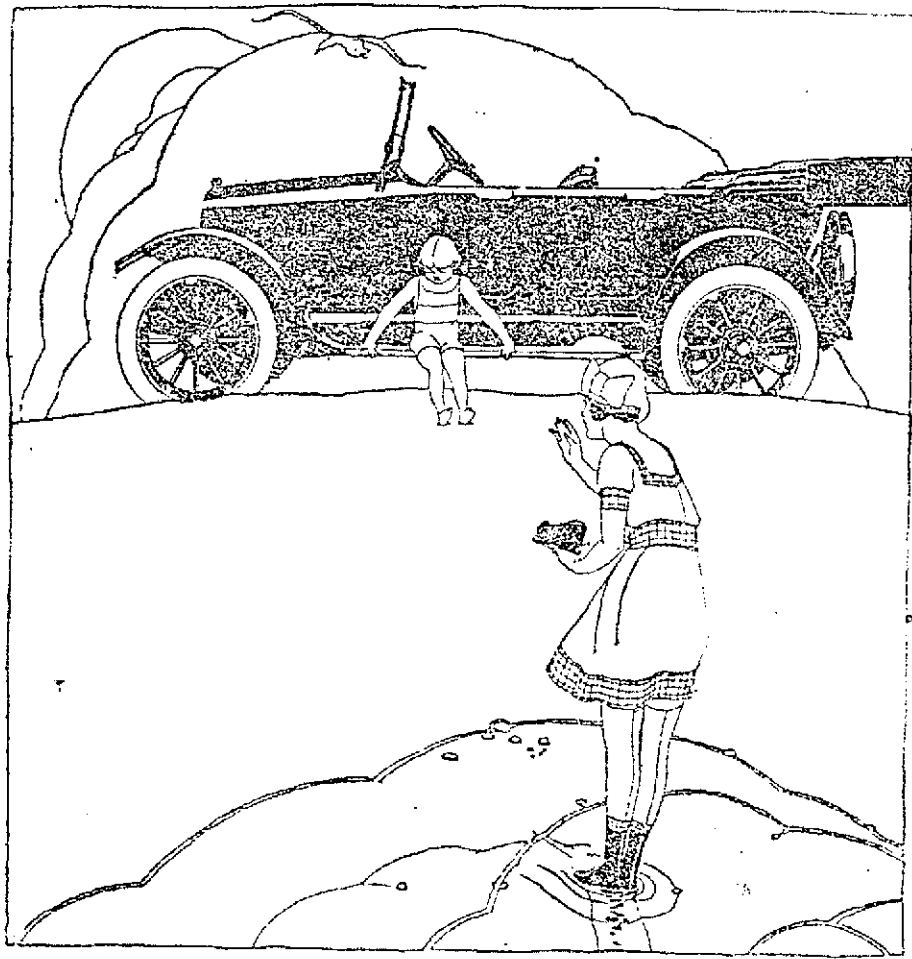
JANUARY	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	28	14	13	13	8	5
FEBRUARY	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	52	32	24	24	18	10
MARCH	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	88	53	51	36	21	16
APRIL	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	83	28	36	10	10	10
MAY	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	127	41	38	30	22	22
JUNE	Chevrolet	2nd Car	Third Car	Fourth Car	Fifth Car	Sixth Car
Both Counties.....	137	86	34	26	21	18

California State licenses for July give Chevrolet 858 cars against 446 for the nearest competitor, and 409 for the third car.

Once Again, We Repeat

Can there be any more convincing proof of Chevrolet popularity, won entirely on Chevrolet merit? Mechanical excellence and low operative economy are reasons why Chevrolet is the favored car of 500,000 satisfied owners.

Chevrolet Motor Co.
2801 Broadway, Oakland
Lakeside 422



Performance

With appealing beauty and comfort Model 90 combines unvarying dependability of performance that inspires the sincere pride of 150,000 owners and the universal appreciation of the public.

Characteristic of the quality of this performance are these recent records made by Model 90:

In Oklahoma Model 90 broke the world's non-stop, high gear record—4370 miles in 7 days and 7 nights. In Massachusetts another Model 90 car established a non-stop record of 3852 miles in 7 days and 7 nights without varying from a fixed schedule. Again in Pennsylvania an unequalled non-stop, high gear record of 702 miles in 5 1/4 days was made by a Model 90 car.

These remarkable records were all made by stock cars differing in no essential from Model 90 cars that are daily demonstrating their unusual serviceability to 150,000 owners.

Let us show you an exact duplicate.

WILLYS-OVERLAND PACIFIC COMPANY
Factory Branch
PHONE LAKESIDE 132 BROADWAY AT 29TH STREET
Overland Model Ninety Five Passenger Touring Car \$995; f. o. b. Toledo

The Logical Consequence of Satisfactory Service

We have said that nothing in the history of the tire industry approaches the intensity of favor in which Goodyear Tires today are everywhere held.

In support of this assertion we have only to cite the present situation, in the light of the enormous production our factories are delivering.

Last week, for example, our Akron plants alone averaged the immense figure of 26,230 finished Goodyear Tires per day, while the daily output of our Canadian factory was well beyond 2,000.

Even this amazing total is so plainly insufficient to meet all demands that we are now at work on a plant in Los Angeles which will afford an additional daily capacity of several thousand.

It can scarcely be deemed peculiar, in view of the remarkable performance of Goodyear Tires, that public preference for them should be so pronounced.

The leadership they enjoy is no more than the logical consequence of the fine and faithful service Goodyear Tires have year after year given users.

Purely by virtue of such service, and without the aid of fictitious discounts, delusive guarantees or like expedients of any sort, has the present unparalleled demand for Goodyear Tires been aroused.

Certainly a product must embody a conspicuous dimension of value thus to win the allegiance of the largest single group of tire-buyers in the world.

We are constantly striving to expand our present production, in an endeavor to establish ample stocks of Goodyear Tires everywhere.

Until this is accomplished we suggest that you anticipate future requirements by placing a reservation order with your nearest Goodyear Service Station Dealer.

We also suggest that you let this Dealer show you how to care properly for the Goodyear Tires you now have, as a means of assuring you their maximum usefulness.

Your return from such care will be not only increased satisfaction, but a very material profit in added mileage.



LOST AND FOUND—Continued.

DOG—Lost on August 3, young Alro-
do, name King, weight 35 lbs.; no
collar; reward, \$100. Charles Butters,
1245 Broadway, Oakland.

EYE GLASSES, black rimmed, with
black and white ribbon attached.
Lost Tuesday, 1245 Broadway, Oakland.
Reward, \$100. Charles Butters.

FOUND a car, owner's identity and pay
costs, 4015 Quigley st.

GRIP—Black man, lost on highway
between Oakland and Berkeley.
Reward, \$100. Charles Butters.

HANDS—Black, lost on highway
between Oakland and Berkeley.
Reward, \$100. Charles Butters.

IRISH SETTER—Lost in North
Berkeley; name, Ben; owner, Charles
Butters, 1245 Broadway, Oakland.

OVERCOAT, gray, lost bet. Alameda
and 4th st. on highway; reward,
\$100. Charles Butters.

PURSE—Lady's black purse contain-
ing money, keys and some small
silver; also receipts. Lost on
highway between Oakland and
Berkeley. Reward, \$100. Charles Butters.

PURSE—Small, black envelope, \$20
bill, \$2 silver, on E. 13th st. near
Washington and Clay. Mrs. Walters,
1461 West 8th st.

PIN—Lost—Lady's four-leaf clover
with pearls. Lost on highway
between Oakland and Berkeley.
Reward, \$100. Charles Butters.

PHOTOGRAPHS—A package contain-
ing 50 photographs. Finder return
to 1415 13th st. or 1417 13th
st. or 1419 13th st.

PIN—Diamond breast
pin. Lost on highway between
Oakland and Berkeley. Reward,
\$100. Charles Butters.

PURSE—Small, black envelope, \$20
bill, \$2 silver, on E. 13th st. near
Washington and Clay. Mrs. Walters,
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1461 West 8th st.

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BOOKKEEPER and stenographer;
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COMPETENT woman to represent
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YOU ARE interested in modern apartments and want a high-class close-in lot at right price, where you can realize big income or investment, drop me a line to Box 11549, Tribune.

MAIL lot, 37½x120, near school, 2 car

terms, no first payment required; \$3.00 per month, no interest or taxes for 1 year, no payments if sick or out of employment.

ward
GT 701-111768
and \$10 per mo.
from 1932 West st.

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Park
Boulevard
C

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Continued on Next Page.

BUSINESS OPPORTUNITIES

Continued

FOR SALE—Manufacturing plant of new power sewing machines; also one of each size printing machine; all on new tables, cutting block table; also complete furniture for living apartment of four rooms, all in perfect condition. Located in a large building, near the waterfront. Owner leaving town. Enquire, 2323 Broadway, Oakland.

FIRST—Complete battery repairing and recharging business at Walnut Creek, Cal. Vestinghouse set a large cash or terms only one in town. For further information write Corbett & Cole, Martinez, phone Martinez 400.

FOR SALE—Must sell at once, good paying busy garage fully equipped. See Mr. Griffith, 430 S. 10th, before Monday. Phone Pled. 416.

FOR RENT—New store, best location for creamery, ice cream and candy. Located 117 1/2th St. near Adeline. Reasonable rent.

FOR RENT—Restaurant with lunch counter for rent; near new factories, Merced, phone Emulate 493-9.

Ground Floor

INTEREST

IN

PRODUCING

Oil Wells

Gushers Now Drilling

Refinery Nearing Completion.

First dividend now being paid.

Now members can join the fund.

Share in the Plan of Profit.

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BUSINESS OPPORTUNITIES

Continued

REALTY BONDS
AND FINANCE CO.
ESTABLISHED 34 YEARS
HEADQUARTERS FOR
LIBERTY BONDS
WE BUY AND SELL any amount, any issue. Call on us for quotations or data on Government, Municipal or Corporation bonds.

MISCELLANEOUS

Cigar, soft drinks, etc. \$200

Clear store, invoice, etc. \$250

Garage, 2 chairs, etc. \$250

Tea and coffee, etc. \$250

Creamery, business district, etc. \$250

24-hour furniture, etc. \$250

Food hall, 2 chairs, etc. \$250

Fruit and vegetables, etc. \$250

Meat markets, \$1000 up to \$1500

Garage, etc. \$1000 up to \$1500

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Agriculture.

KIMBALL ELECTRIC CO.
MOTOR SHOPS
13TH AND GROVE

The Oakland TRIBUNE

Magazine Section
August 10
1919

EASTBAY
INDUSTRIES



The DENTIFRICE GIRL

THE FIGHT OF CHARLIE KENT

Elmer Hemmaway says that you can tell more about a man's real character by looking in his eyes than by chasing him through the latest volume of "Who's Who." I know that Freddie Stinson always looks at a stranger's hands when he is introduced. Charlie says that you can generally tell a policeman by his feet or a prize fighter by his ears. All decidedly silly, I say.

Now as for judging a man by his looks, I submit that Lorraine himself—wasn't that the name of that foreign Johnnie who wrote books and things about the shape of a man's head—couldn't have told a thing about Freddie by looking at him, and yet Freddie was quite a personage in his own particular line. But if you don't mind, I'll tell the story.

My name is Freddie Stinson. I have been called Freddie for so many years that I feel quite certain that I shall never be called anything else. I live in the city of San Francisco, in the city of the Golden Gate. I am a prize fighter, and I have been called Freddie for so many years that I feel quite certain that I shall never be called anything else.

When I was younger, I was quite a devil of a fellow around San Francisco. I belonged to the old Corinthian Club—running and rowing and boxing and all that sort of thing. You know, but boxing was my specialty. I was a champion boxer, and I was a champion boxer, and I was a champion boxer.

I often wonder what the old-time fighters—the real raw-knuckle boys—who knew what a fight was, thought of these inflated prices. They fought for what the club was pleased to offer them. They fought hard, and were careful for the champion, and the winner's cash was not enough to pay up the club's debts. I was quite sure at Charlie for as much as a week's hang it. I talk at paying twenty dollars to see a man of second-rate with pillows on their hand playing the part of the moving pictures and never a knock-down in twenty rounds, and never a bit of blood.

I have wandered away from Freddie and the story, and I shall hurry back. I always go large a bit when I get to talking about high finance and the money art of self-defense. I don't care a tinker's continental what Charlie French says. I want an understudy, and I want a man who is regarded as quite a piece of form in a fighter, and a great deal of money was lost—and won—upon my opinion and advice.

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Freddie seemed to be all right. And such legs! Freddie's legs were like a pair of iron rods. He was a champion boxer, and he was a champion boxer, and he was a champion boxer.

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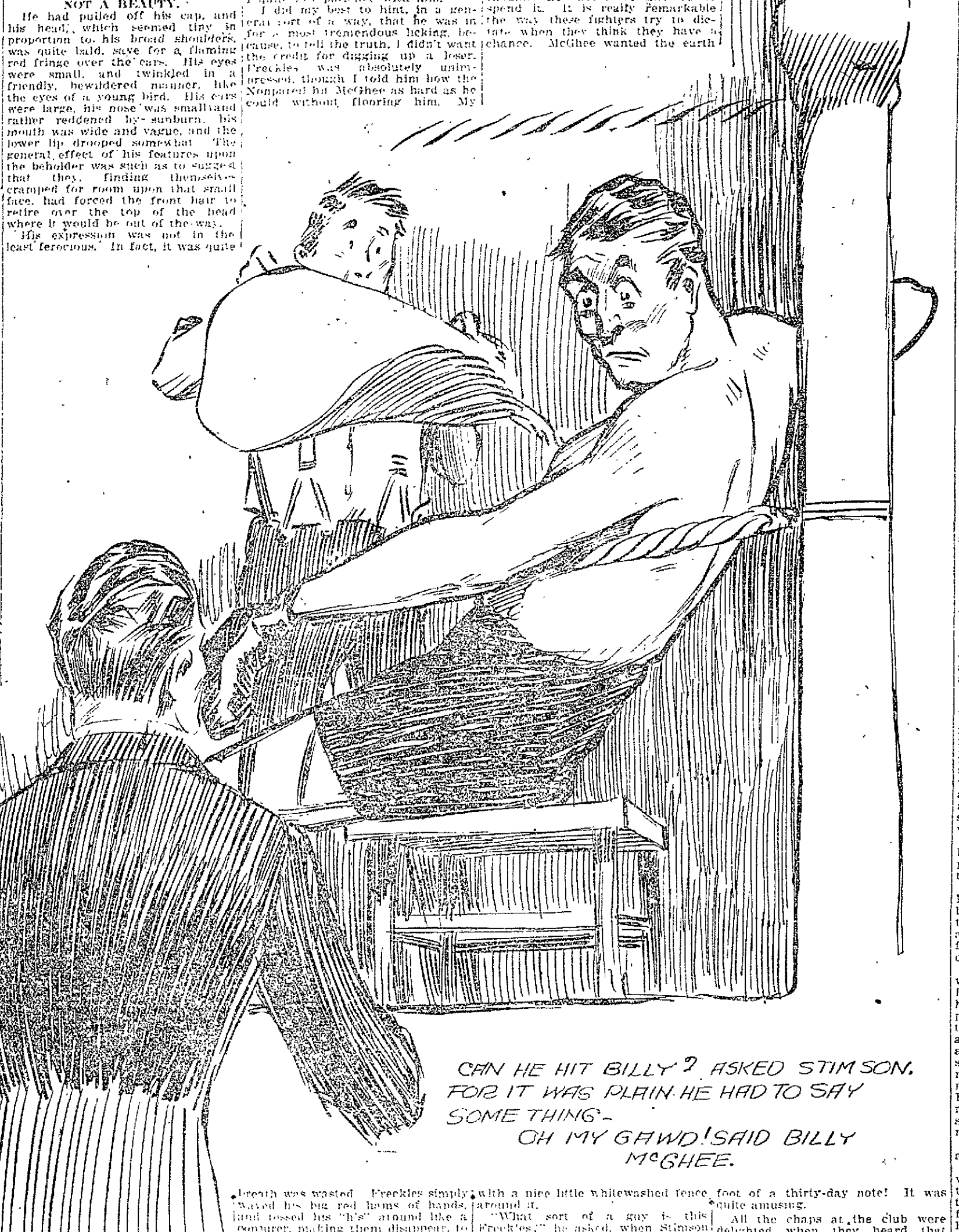
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CAN HE HIT BILLY? ASKED STIMSON.
FOR IT WAS PLAIN HE HAD TO SAY
SOME THING—
OH MY GAWD! SAID BILLY
MCGHEE.

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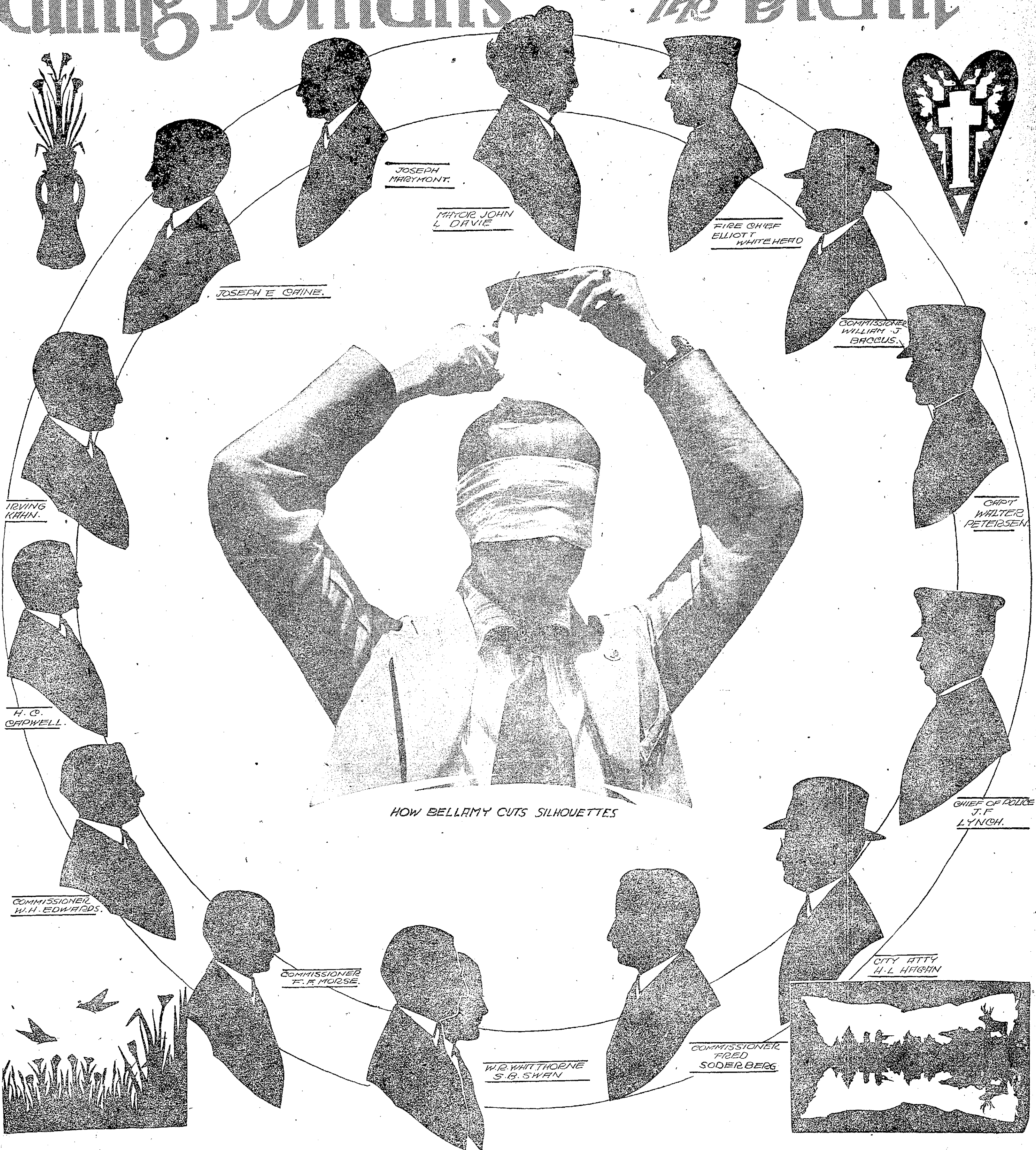
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Cutting Portraits with the Brain



HOW BELLAMY CUTS SILHOUETTES

It's the brain and not the hand that does it. So says Marion S. Bellamy, master of the art of black and white scissors portraits, now in Oakland to confer with authorities about introducing his methods among the students of the Oakland public schools. To prove that the brain makes the "ture" Bellamy cuts silhouettes with his hands behind his back and over his head, working blindfolded! Eyes are not needed to guide the scissors and the hand obeys the impression accurately stamped on the brain.

"There is nothing especially new in this except that the work of rehabilitation among disabled soldiers has enlarged our knowledge of the principle," says Bellamy. "It was demonstrated in numerous cases that skilled men learned over night to use the left hand when the right hand was gone. Even artists were able to paint as effectively with the hand they had never used before. It all shows that it is the brain that does the work."

WORKS SWIFTLY.

It takes Bellamy 20 seconds to cut a silhouette blindfolded. He cuts a Gibson or a Christie profile in 12 seconds.

With a pair of scissors, a piece of black paper and a glimpse of a profile Bellamy shows marvelous speed in getting a likeness. Strutting down to the city hall and about town a few days ago Bellamy caught a flying impression of Mayor Davie and other officials and business men. He did not have to stop to focus a camera. A glance and—zip, zip, zip, a few more zips and the finishing slash and the portrait was complete.

The Marquis Etienne de Silhouette, minister of finance of France in 1759, started the fad that since has reached the dignity of an art. On the walls of his office he drew pictures of persons who came to transact official business. He drew them so well that the style he employed came to be known as the silhouette in his honor.

MAKES IT A SPECIALTY.

Bellamy became so fascinated with the silhouette displays of the marquis when he was in Paris studying art that he abandoned impressionism, post-impressionism, futurism and other forms of art ancient and modernistic for the elusive silhouette. He claims there are many persons to whom the knack comes naturally and that with a little time and patience most persons can become adept at it.

"For instance look at the mother who cuts out a string of paper dolls for her child," he said yesterday. "Look at the child who cuts pictures out of paper for the love of it. The child that likes to do this should not be discouraged, for paper cutting will train the eyes, the hand and the brain and in fact the whole nervous system."

"It trains the eye to take in at a glance lines and detail that an ordinary eye would not see; it trains the hand to obey the will of the mind and reproduce what the eye sees; it also trains the hand to be steady and not tremble when there is delicate work to be done. It will cause the brain to retain the memory of things, places and human faces that speedily be forgotten."

Bellamy gives to the readers of the Sunday TRIBUNE some valuable instructions, which, followed carefully, he says will make the average person a fair silhouette adept. Here is how it is done:

"Before starting to cut a picture of a person one should try to make a picture of some of the articles that are found in a room, such as an electric light globe, a glass or some other object that is exactly alike on each side. To do this it is a good idea to fold the paper and it will be found that it is then very simple."

"To make a picture of a person start about the bust line and cut upwards; in other words, follow the lines of the coat, tie, collar, then the under line of the chin. In making this line you will find that you have to use extreme care as the chin line will show a great deal of difference according to the position in which the head is held. The chin proper and the line come next. Again you will find you have to take care for your subject may be holding the lips in a forced position. Never try to cut a person's picture while he is laughing, as at that time it is next to impossible to get a likeness unless you are an expert. Next take the upper lip and the nose. You will find that there are thousands of different kinds of noses and you should take care to follow the most delicate lines of this organ. It will be found that the eyelashes seldom show on a person's profile, but to add distinction and beauty to the silhouette they should always be shown in the picture. Proceed then to the forehead and around the top of the head. Again you will find you must use extreme care in making the back of the head and before starting to make the back of the head see that the proportions of your picture are good. If you do not your fat friend may look like a constipated or vice versa."

"You should not try to cut pictures out of a piece of paper larger than four by five inches at first as you will find that a larger piece will be hard to handle."

MOVE PAPER, NOT SCISSORS.

"In regard to holding the paper and the scissors, you will find that you do not cut the paper as you would a piece of cloth in making a dress. The proper way is to hold the scissors in one position during the entire operation, moving only the paper. The paper should be held in the left hand between the thumb and ring finger and the index and middle finger. In that way it will be found that the paper can be moved and placed in any desired angle simply by a movement of the fingers."

"In holding the scissors place one handle over the thumb and then grasp the other handle in the hand. Do not put the fingers through the handles, for in that case you do not get a grip on them that gives you complete control of them. Do not try to cut with embroidery or manicure scissors. Personally, I have found best 6 1/2-inch barber scissors, as that size gives you a long enough reach and at the same time you can do the most delicate work."

"As silhouette pictures are getting more and more in demand, just for fun get a pair of scissors and try for yourself what you can do."

(Continued from yesterday.)

If there is a state in the Union or part of France in which there is not to be found some fair damsel who is reputed to have captured the heart and hand of General Pershing then it is some dark corner where insistent Rumor cannot penetrate. Periodically comes some one all red-letter stamped over with authoritative air, and gives the "low down" on the real romance of the Commander-in-Chief of the American Expeditionary Forces. Girls from Cleary and girls from Petaluma, girls from Paris and girls from Peculiar, girls from London, and girls from Los Angeles are at various times by various sponsors flaunted as the heroines of the Romance. Wholly-nilly, at least fifty young women have been exploited as the prospective bride, and doubtless most of them have never even met the gen-

Miss Patton belongs to a well known Los Angeles family and is well known in San Francisco. She is a woman of wealth and social position and is not too many years the junior of General Pershing to satisfy those who insist upon some sort of equality in the matter of age in cardiac affairs.

Whether there is really any more reason to place faith in this rumor than in the countless others, I do not know, but I do know—there are a number of people in military social circles who do place faith in it.—News Letter.

be done about it. Let something be done, by all means. Let gossiping tongues awake; let rocks their silence break; if need me. For, far from being called the City of Angels, from metropolitan life, if report be true, it should be known as the City of Yamps—Los Yampinos.

It may be all on account of the movie picture studios. Negotiating big money deals through the instrumentality of the fair sex is strictly a European custom. If most of the citizens down there arc, as credited, from the middle west, it is wonderful how they ever took up with the idea. The selling of real estate has long-

thought themselves of bringing female pressure to bear upon doubtful prospects. At first sight, there is nothing startling about this. If a woman can write out a sales slip for a yard of calico, there is no reason she cannot make out a deed for so many square feet of property. But the Los Angeles city board claims that she perverted the methods by which lands have been parceled out to the stranger.

She has powdered and rouged, done up her hair like Valcousa Surratt, covered herself with the latest of fashions, stepped into butterfly stockings and \$20 shoes, and gal-

Then she means, "O kind sir, I am one of the most unfortunate women in the world. If you really wish to help a little, give me, sign your name and address to the following address, and I will be glad to send you a letter."

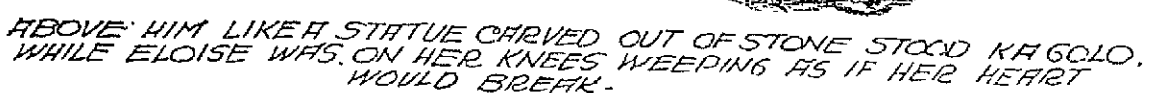
the linotype, the telegraph—and the man who writes the copy. In last Sunday's Examiner was a novel (Continued on page 9)

be expropriated from a most unpleasant situation."

This is a rough paraphrase. It is not absolutely new, except as it concerns real estate. I don't see how it can be prevented. The prohibition of face powder containing more than 2.5 per cent intoxicating fragrance might help some. At the same time, it must be very pleasant to own real estate in a town like that.—Town

siopes. Those who are familiar with the eastern coast of the peninsula abutting on the Gulf of California may know of the wonderful "tidal bore" of the mouth of the Colorado river and of some of the tragedies that have befallen unsuspecting travelers there. This is a remote and forbidden region, full of legends of hidden treasure, lost ships and magical mines, and kept remote by stories of the cannibalistic habits of the Seri Indians. The corporation which owns the copper mines at Santa Rosalia has taken good care that the bonanza shall be known

down that coast. Through artificial propagation and care gems are actually raised there in the San Gabriel Cove. In their natural condition the pearl beds are scattered and the oysters are prey to many submarine foes, but on this farm they are protected by a substantial masonry dike which walls off a portion of the bays, reaching about high-water mark. Openings admit the free passage of sea water, but are guarded by heavy screens. The bottom of this segregated area was cleared of all growth and paved with rock brought from the main-



(Continued From Page 2.)

a crop of jewels. Lower California has always been a largely barren country, and at one time it thought to be the domain of the Amazons, and those who have skirted its coast on the voyage from Panama to San Francisco remember it for bleached mountainous outlines and barren hills. It seems a desert shore. The trace of vegetation relieves the gray landscape only where the hillsides on the eastern coast of the peninsula abutting on the Gulf of California may know of the wonderful "tidal bore" of the mouth of the Colorado river and of some of the tragedies that have befallen unsuspecting travelers there. This is a remote and forbidden region, full of legends of magical mines, and kept remote by stories of the cannibalistic habits of the Seri Indians. The corporations which own the copper mines at Santa Rosalia has taken good care that the bonanza shall be known

of wealth, practical and modern, which is of so much immediate interest that, since it is unique, it would supposedly be widely known. Yet few have heard of the grove pearl oyster cultivating plant on the Isla del Espíritu Santo, lying to the southeast. In the center of the natural pearl oyster beds, which are found for hundreds of miles up and down the coast, through the Gulf of California, are the groves of oyster propagation and the general area actually raised there in the San Gabriel Cove. In their natural condition the pearl beds are scattered and the oysters are prey to many submarine foes, but on this farm they are protected by a substantial masonry dike which walls off a portion of the area. The dike above the high-water mark. Opening above the free passage of sea water, but are guarded by heavy screens. The bottom of this segregated area was cleared of all growth and paved with rock brought from the main-

“Low Down
Of Romance
Of Pershing

If there is a state in the Union or part of France in which there is not to be found some fair damsel who is reputed to have captured the heart and hand of General Pershing then it is some dark corner where insistent Rumor cannot penetrate. Periodically comes some one all red-letter stamped over with authoritative air, and gives the "low down" on the real romance of the Commander-in-Chief of the American Expeditionary Forces. Girls from Cleary and girls from Petaluma, girls from Paris and girls from Peculiar, girls from London, and girls from Los Angeles are at various times by various sponsors flaunted as the heroines of the Romance. Wholly-nilly, at least fifty young women have been exploited as the prospective bride, and doubtless most of them have never even met the gen-

"I'll be darned if sometimes I don't think that Los Angeles, all things considered, is naughtier than Palo Alto. Surely Los Angeles has the warm southern temperament, the perfume of citron in her veins. I believe she is the wicked adventuress of the coast. What has she been doing now? What she is accused, by testimony of her own citizens, of employing show girls in the hazardous business of selling real estate. Appeal has been made to the city council to ascertain if something cannot be done about it. Let something be done, by all means. Let gossip tongues awake; let rocks their silence break, if need me. For, far from being called the City of Angels, that metropoleite, if report be true, should be known as the City of Vamps—Los Vampinos.

It may be all on account of the moving picture studios. Negotiating big movie deals through the instrumentality of the fair sex is surely a European custom. If most of the citizens down there are, as credited, from the middle west, it is wonderful how they ever took up with the idea. The selling of real estate has long

been one of the city's cherished institutions. Hitherto it has been in the hands of check-suited monologists, who could sell you a house and let while you scratched your ear. Either they became stale on the job or lost their nerve when the prairie was annexed to the town proper. They did their best when the task became heavier. They wore brighter ribbons on their hats and enlarged the patterns of their check suits. Of course, there was a limit to this. Then it was that new concerns befought themselves of bringing female pressure to bear upon doubtful prospects. At first sight, there is nothing startling about this. If a woman can write out a sales slip for a yard of calico, there is no reason she may not make out a deed for so many square feet of real property. But the Los Angeles really bold claims that she perverted the method by which lands have been parceled out to the stranger.

She has powdered and rouged, done up her hair in a beehive. Surrailed, covered herself with the latest of fashions, stepped into butter-suet stockings and \$20 shoes, and sallied forth to meet the stranger at the gates—without an introduction. Evidently she has been receiving more than a man's pay for a man's work. The male salesman could not afford such a costly outfit. The men had to pay their own expenses, and treat their victims to high-priced cigars, while the oo-la-lia ladies make the purchasers pay for little dinners whereby the topic of real estate is incidentally brought up.

That is why the really bold complain. The girl salesman does not open the conversation by saying, "Let me show you a man." "I'm going with a Theda Bara roll of the east, and murmurs, "Nice day," or something like that. They have a bit of lunch or supper (some of these deals are pulled off after 6 p. m.) She does not broach the subject of real estate until the prospect has declared himself willing to kill pirates for her sake.

Then she moans, "O kind sir, I am one of the most unfortunate women in the world. If you really wish to do a little favor for me, sign your name and address on this card."

Speaking of journalism, what is more delightful than a typographical error? (Therefore, Mr. Linotype, your best efforts for this story, as you will see.) Some persons say that when you know the facts, you know also that every newspaper story is full of mistakes. They are produced frequently by the combined errors of the Linotype, the telegrapher—and the man who writes the copy. In last Sunday's Examiner was a novel

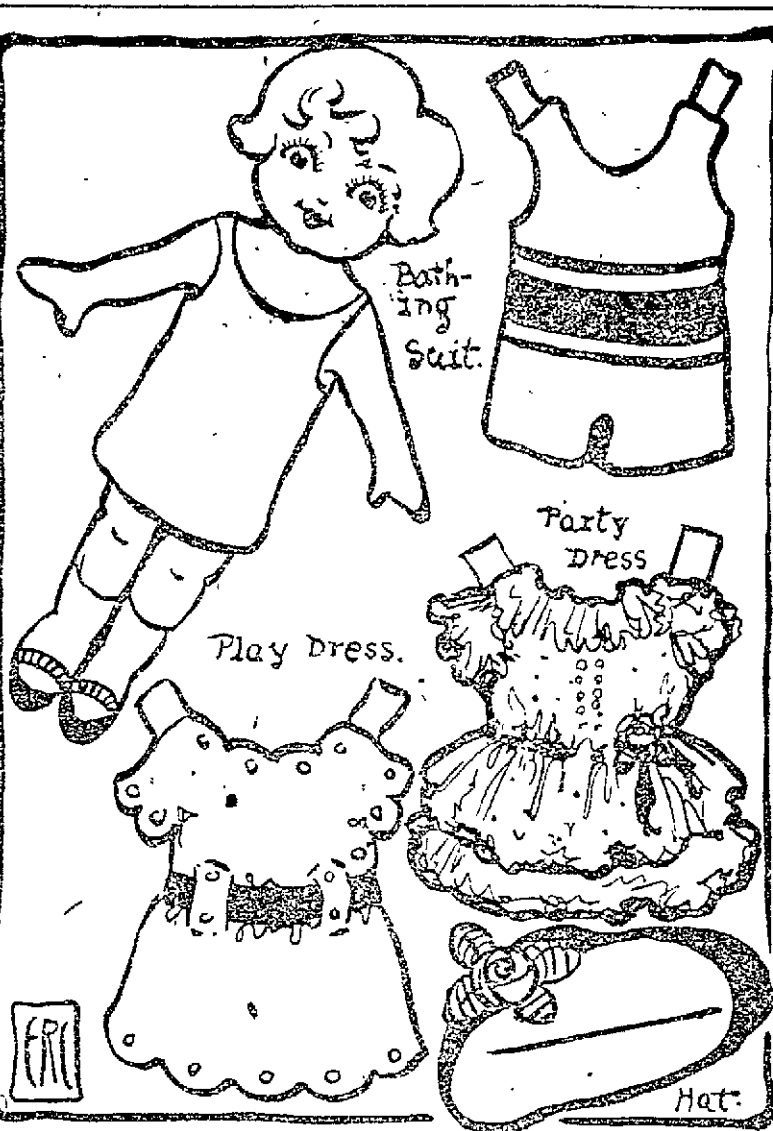
(Continued on page 9)

be extracted from a most unpleasant situation."

"This is a rough paraphrase." It is not absolutely new, except as it concerns the estate. I don't see how it can be prevented. The prohibition of face powder containing more than 2.5 per cent intoxicating fragrance might help some. At the same time, it must be very pleasant to own real estate in a town like that.—Town

The Island of the Holy Ghost, Lower California, has the only farm in the world which sows and reaps a crop of jewels. Lower California has always been a vaguely known country—at one time it was thought to be the domain of the Amazons—and those who have skirted its coasts on the voyage from Panama to San Francisco remember it for bleak mountainous outlines and barren hills. It seems a desert shore. No trace of vegetation relieves the gray slopes. Those who are familiar with the eastern coast of the mainland, skirting the Gulf of California, may know of the wonderful "tidal bore" of the mouth of the Colorado river and of some of the tragedies that have befallen unsuspecting travelers there. This is a remote and forbidden region, full of legends of hidden treasure, lost ships and magical mines, and kept remote by stories of the cannibalistic habits of the Seri Indians. The corporation which owns the copper mines at Santa Rosalia has taken good care that the bonanza shall be known

SOMETHING TO MAKE



ux. He got a helmet in No Man's
 d. I have it home. With lots
 ove, THORNTON MOORE,
 5634 College Ave., Oakland.
 o you remember that last week
 alio Friedman asked for ideas for

ly ambition is to be an officer in
army from West Point. While
the army I would like to run a

[illegible]

The Long Arm of Uncle Sam

Copyright, 1919, by The Wheeler Syndicate, Inc.

MANY OF THE MAJOR OPERATIONS OF THE WORLD WAR HAVE NEVER BEEN WRITTEN—MANY OF THEM HAVE NEVER EVEN BEEN HINTED AT—FOR THE REASON THAT THEY WERE UNDERTAKEN BY THE SECRET OPERATIVES OF THE DIFFERENT DEPARTMENTS OF THE GOVERNMENT.

FOR THE PAST TWO YEARS A FORCE INCLUDING HUNDREDS OF MEN AND WOMEN HAS BEEN WORKING DAY AND NIGHT, ROUNDING UP THE ENEMIES WITHIN—JUST AS THE GOVERNMENT AGENTS ARE ALWAYS KEPT BUSY BY THE FORCES OF THE UNDERWORLD WHO CONSIDER UNCLE SAM FAIR PREY. SMUGGLERS, COUNTERFEITERS, MAIL THIEVES AND MOONSHINERS NEVER APPEAR TO TIRE OF TRYING TO GET MONEY WITHOUT WORKING FOR IT.

BUT UNCLE SAM'S ARM IS LONG AND HIS MEMORY RETENTIVE. SOONER OR LATER HE NAILS THE MAN WHO BREAKS HIS LAWS, THOUGH IT OFTEN ENTAILS MONTHS OF WORK AND FEATS OF DETECTIVE GENIUS WHICH FAR OUTSTRIP THOSE OF FICTION.

THOUGH WRITTEN IN NARRATIVE FORM, THE ARTICLES IN THIS SERIES ARE ALL BASED ON FACT—FACTS, IN MANY CASES, AVAILABLE ONLY SINCE THE CESSATION OF HOSTILITIES. NAMES AND LOCATIONS HAVE HAD TO BE ALTERED, BUT A FULL REPORT OF EACH CASE WOULD BE FOUND IN THE ARCHIVES OF THE DIFFERENT DEPARTMENTS IF THEY WERE THROWN OPEN TO PUBLIC INSPECTION, FOR THESE ARE BUT A FEW OF THE INSTANCES IN WHICH THE LONG ARM OF UNCLE SAM HAS REACHED TO SEIZE THE MEN WHO BREAK HIS LAWS.

II.—The Mint Mystery

"Mr. Drummond! Where for Mr. Drummond? Mr. Drummond, please!"

It was the notorious, oft-repeated call of a Western man, according to the Philadelphia Record, formerly of the United States Secret Service, that really was responsible for solving the mystery which surrounded the disappearance of \$120,000 in gold from the Philadelphia Mint.

"The boy himself didn't have a thing to do with the gold or the finding of it," admitted Quinn, "but his persistence was responsible for locating Drummond, of the Secret Service, just as he was about to start on a well-earned vacation in the Maine woods. Uncle Sam's sleuths don't get very much time off, you know, and a month or so in a part of the world where they don't know anything about international intrigues and don't care about counterfeiting is a blessing not to be despised.

"That's the reason the boy had to be persistent when he was paging Drummond.

The operative had a hunch that it was a summons to another case and he was dog tired. But the boy kept ringing out the name through the train and finally landed his man, thus being indirectly responsible for the solution of a mystery that might have remained unsolved for weeks—and incidentally saved the Government nearly every cent of the \$120,000."

When Drummond opened the telegram (continued Quinn) he found that it was a summons to Philadelphia, signed by Hamilton, Assistant Secretary of the Treasury.

"Preston needs you at once. Extremely important," read the wire—and, as Drummond was fully aware that Preston was Director of the United States Mint, it didn't take much deduction to figure that something had gone wrong in the big building on Spring Garden Street where a large part of the country's money is coined.

But even the lure of the chase—something you read a lot about in detective stories, but find too seldom in the real hard act of tracing criminals—did not offset Drummond's disappointment at having to defer his vacation. (Continued) he gathered his bags and set out for New York to the Pennsylvania station, where he was fortunate enough to be able to make a train on the point of leaving for Philadelphia.

At the Mint he found Director Preston and Superintendent Boshyshell awaiting him.

"Mr. Hamilton wired that he had instructed you to come up at once," said the Director. "But we had hardly hoped that you could make it so soon."

The Missing Gold.

"We reached me on board a train that would have pulled out of Grand Central Station in another three minutes," advised Drummond. "I was on my way to Maine to forget all about work for a month. But, and his face broke into a smile, "since they did find me, what's the trouble?"

"Trouble enough," replied the Director. "Some \$120,000 in gold is missing from the Mint."

"What?" Even Drummond was shaken out of his professional calm not to mention his crouch. Robbery of the United States Treasury or one of the Government Mints was a favorite game with criminals but save for the memorable occasion when a gang was forced to tunnel under Fifth Street in Washington, there had been no time when the scheme was more than visionary.

"Are you certain? Isn't there any chance for a mistake?"

The questions were perfunctory, rather than hopeful.

"Quite certain, for the least," continued he. "Somebody has made away with \$120,000 worth of the Government's money. Seven hundred pounds of gold is missing and there isn't a trace to show how or where it went. The vault doors haven't been tampered with. The combination of the safe is the same as it should be. The gold is gone."

"Each bar," mused Drummond. "Seven hundred pounds?"

"That's right," replied the Superintendent.

Drummond looked at him in surprise.

"The Discovery Made."

"I beg your pardon," said Preston. "This is Mr. Boshyshell, superintendent of the Mint. This thing has gotten on my nerves so that I didn't have the common decency to introduce you to Mr. Boshyshell when we were in the Director's office."

"Yesterday afternoon," replied the Director. "Every now and then—irregular intervals—we weigh all the gold in the Mint, to make sure that

everything is as it should be. Nothing wrong was discovered until we weighed Vault 6, but there fifty bars were missing. There wasn't any change of error. The records showed precisely how much should have been there and the scales showed how much there was, to the fraction of an ounce.

"But even if we had only counted the bars, instead of weighing each one separately, the theft would have been promptly discovered, for the vault contained exactly fifty bars less than it should have. It was then that I wired Washington and asked for assistance from the Secret Service."

"This spelling my vacation," muttered Drummond. "How many men know the combination to the vault door?"

"Only two," replied the Superintendent. "Cochrane, who is the official weigher, and myself. Cochrane is above suspicion. He's been here for the past thirty years and there hasn't been a single complaint against him in all that time."

Drummond looked at him as if he would like to ask Preston if the same could be said for the Superintendent, but he contented himself with listening as Boshyshell continued:

"The Double Check."

"Just even if Cochrane or I—yes, I'm just as much to be suspected as he—could have managed to open the vault door unseen, we could not have gotten inside the iron grille which guards the gold in the interior of the vault. That is always kept locked with a combination known to two other men only. There's too much gold in each one of these vaults to take any chance with, which is the reason for this double protection. Two men—Cochrane and I—handle the combination to the vault door and open it whenever necessary."

"Two others—Mr. Jamison and Strubel—are the only ones that know how to open the grille door. One of them has to be present whenever the bars are put in or taken away, for the men who can get inside the vault cannot enter the grille, and the men who can manipulate the grille door can't get into the vault."

"It's certainly sound like a burglar-proof combination," commented Drummond. "Is there any possibility for conspiracy between—?" and he hesitated for the fraction of a second—"between Cochrane and either of the men who can open the grille door?"

"Apparently not the least in the world," replied Preston. "So far as we know they are all as honest as the day."

"But the fact remains," Drummond interrupted, "that the gold is missing."

"Exactly—but the grille door was sealed with the official Governmental stamp when we entered the vault yesterday. That stamp is applied only in the presence of both men who know the combination. So the conspiracy, if there be any, must have included Cochrane, Strubel and Jamison—instead of being a two-man job."

"How much gold did you say was missing?" inquired the Treasury operative, taking another look.

"Seven hundred pounds—fifty bars of fourteen pounds each," answered Boshyshell. "That's another problem that defies explanation. How could one man carry away all that gold without being seen? He'd need a day to cart it off and we're very careful about what goes out of the Mint. There's a guard at the front door all the time and no one is allowed to leave with a package of any kind until it has been examined and passed."

Crooks Always Leave Traces.

A crumb was Drummond's only comment—and those who knew the Secret Service man best would have interpreted the sound to mean studious digestion of facts, rather than admission of even temporary defeat.

It was one of the Government detective's pet theories that every crime, no matter how puzzling, could be solved by application of common-sense principles and the rules of logic. "The criminal with brains," he was fond of saying, "will deliberately try to throw you off the scent. Then you've got to lay your time and separate the wheat from the chaff—the false leads from the true. But the man who commits a crime on the spur of the moment—or who flatters himself that he hasn't left a single clue behind—is the one who's easy to catch. The cleverest crook in the world can't enter a room without leaving his visiting card in some way or another. It's up to you to find that card and read the name on it. And common sense is the best reading glass."

Requesting that his mission be kept secret, Drummond said that he would like to examine Vault Number Six.

"Let Cochrane open the vault for me and then have Jamison and Strubel open the grille," he directed.

"Unless Mr. Boshyshell opened the vault door," Preston reminded him, "there's no one but Cochrane who could do it. It won't be necessary, however, to have either of the others open the grille—the door was taken from its hinges this morning in order the better to examine the place and it hasn't yet been replaced."

"All right," agreed Drummond. "Let's have Cochrane work the outer combination door. I'll have a look at the other two later."

The Combination Sticks.

Accompanied by the Director and the

Superintendent, Drummond made his way to the basement where they were joined by the official weigher, a man well over fifty, who was introduced by Preston to "Mr. Drummond, a visitor who is desirous of seeing the vaults."

"I understand that you are the only man who can open them," said the detective. "Suppose we look into this one," as he stopped as if by accident before Vault No. 6.

Cochrane, without a word, bent forward and commenced to twist the combination. A few spins to the right, a few to the left, back to the right, to the left once more and he pulled at the heavy door expectantly. But it failed to budge.

Again he bent over the combination, spinning it rapidly. Still the door refused to open.

"I'm afraid I'll have to ask you to help me with this, Superintendent," Cochrane said finally. "It doesn't seem to work, somehow."

But, under Boshyshell's manipulation, the door swung back almost instantly.

"Nothing wrong with the combination," commented Preston.

Drummond smiled.

"Has the combination been changed recently?" he asked.

"Not for the past month," Boshyshell replied. "We usually switch all of them

like a man's-sized job," and he removed his coat as he spoke.

After Cochrane had followed his example, the two of them hung the heavy door from its hinges and stepped back to get the effect. But Drummond's eyes were fixed, not upon the entrance to the grille, but on the middle of Cochrane's back and, when the opportunity offered an instant later, he shifted his gaze to the waist of the older man's trousers. Something that he saw there caused the shadow of a smile to flit across his face.

"Thanks," he said. "That will do nicely," and he made a quick gesture to Preston that he would like to have Cochrane leave the vault.

"Very much obliged, Mr. Cochrane," said the Director. "We won't bother you any more. You might ask those men to hurry in with the bars, if you will."

And the weigher, pausing only to secure his coat, left the vault.

Preston. "You don't suspect?" inquired Drummond. "You don't suspect?"

"I don't suspect a thing," Drummond smiled, searching for his own coat. "Beyond the fact that the solution to the mystery is so simple as to be almost absurd. By the way, have you noticed those scratches on the bars of the grille, about four feet from the door?"

"No, I hadn't," admitted the Director. "But what of them? Those vaults aren't new, you know, and I dare say you'd find similar marks on the grille-bars in any of the others."

As a matter of fact, the clock in the

"Yes," he said. "It appears to be all right. It was purposely made to swing door of the floor and the ceiling so that it might not become jammed. The combination and the use of the seal prevents its being opened by anyone who has no business in the grille."

"And the seal was intact when you came in yesterday afternoon?"

"It was," said Drummond, "that was all I wanted to know," and he made his way upstairs with a smile which seemed to say that his vacation in the Maine woods had not been indefinitely postponed.

Once back in the Director's office, the government operative asked permission to use the telephone and, calling the Philadelphia office of the Secret Service, requested that three agents be assigned to meet him down town as soon as possible.

Drummond Gets Busy.

"Have you a record of the home address of the people employed in the Mint?" Drummond inquired of the Director, as he hung up the receiver.

"Surely," said Preston, producing a typewritten list from the drawer of his desk.

"I'll borrow this for a while, if I may. I'll probably be back with it before three o'clock—and bring some news with me, too," and the operative was out of the room before Preston could frame a single question.

As a matter of fact, the clock in the

ten years while Drummond was speaking, in the old sewer pipe that leads from the men who had been assigned to assist him.

"Have you discovered anything?" Preston demanded.

"Let's have Cochrane up here first," Drummond smiled. "I can't be positive until I've talked to him. You must have the Superintendent in, too. He'll be interested in developments, I think."

Boshyshell was the first to arrive and, in the name of Heaven did you at Drummond's request, took up a position on the far side of the room. As soon as he had entered, two of the other Secret Service men ranged themselves on the other side of the doorway, and the moment Cochrane came in, closed the door behind him.

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The Ways of the Sleuth.

six times a year, just as a general precaution—but this has been the same for the past few weeks. Ever since the fifteenth of last month, to be precise."

Inside the vault Drummond found that, as Preston had stated, the door to the grille had been taken from its hinges, to facilitate the work of the men who had weighed the gold, and had not been replaced.

"Where are the gold bars?" asked the detective. "The place looks like it had been well looted."

"They were all taken out this morning, to be carefully weighed," was Preston's reply.

"I'd like to see some of them stacked up there along the side of the grille, if it isn't too much trouble."

On the Trail.

"Surely," said Boshyshell. "I'll have the men bring them in at once."

As soon as the Superintendent had left the room, Drummond requested that the door of the grille be placed in its usual position and Cochrane set it up level with the door, leaning against the supports at the side.

"Is that the way it always stays?" inquired the Secret Service man.

"No, sir, but it's pretty heavy to handle and I thought you just wanted to get a general idea of things."

"I'd like to see it in place, if you don't mind. Here, I'll help you with it—but we better slip our coats off, for it looks

Director's office pointed to 2:30 when Drummond returned, accompanied by the three men who had been assigned to assist him.

"Have you discovered anything?" Preston demanded.

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whether the door came all the way down to the floor—and I noted that his suspenders were very broad and his trousers abnormally wide around the waist. He didn't want to take any chances with that extra fourteen pounds of gold, you know. It would never do to drop it in the street."

"The rest is merely corroborative. I found that bluish light had been observed in the basement of Cochrane's house and one of my men located the tailor who had enlarged his trousers. That's really all there was to it."

With that Drummond started to the door, only to be stopped by Director Preston's inquiry as to where he was going.

"On my vacation, which you interrupted this morning," replied the Secret Service man.

"It's a good thing I did," Preston called after him. "If Cochrane had really gotten away with that gold we might never have caught him."

"Which," as Bill Quinn said, when he finished his narrative, "is the reason I claim that the telegraph boy who persisted in paging Drummond is the one who was really responsible for the saving of some \$120,000 that belonged to Uncle Sam."

"But surely, I said, 'that case was an exception. In rapidity of action, I mean. Don't governmental investigations usually take a long time?'"

"Frequently," admitted Quinn, "they drag on and on for months—sometimes years. But in this case, that Uncle Sam falls to land his man—seven thousand the trail leads into the realms of royalty, as in the Ypiranga case. That happened before the World War opened, but it gave the State Department a mighty good line on what to expect from Germany."

"The Ypiranga Case"—the third in the Long Arm of Uncle Sam series—will appear next week.)

A SHORT STORY.

"Well, have you a story to tell me," said the interviewer to a wounded soldier who had just got home.

"No, nothing to speak of," was the reply.

"But you were wounded, over in France?"

"Yes, I guess I was wounded."

"But you were in a battle?"

"Yes, I believe I was in a battle."

"And whereabouts were you wounded?" persisted the interviewer.

"Oh, in the shoulder, I guess."

"But there must be a story in connection?"

"Yes, there is, but it is a short one. I enlisted. I went over to France. I went with the boys into a battle. I got a bullet. I went to the hospital to have it dug out. Here I am home again. If you want more, pass along to the next man. I believe he got two wounds, while I only got one. They say he killed half a dozen Huns, while I only killed two or three



Big sis and big brother agree to hold out for the place where there is the most Annette Kellermaning in the daytime and "Shimmying" in the evening.

Little sister - Any place where she can see lots of water and boats.

Father wants a place where he can play golf.

Mother wants to go where there is plenty of life after being penned up the whole year round.

Buddie - any old place just where I can have a canoe and see some Indians and camp out at night.

"About-Vacationing"

Sketches from life by Westerman

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Part of the joy of his vacation - Tubby; - "After all the other fellows in the office have had theirs, I laugh at them and then take mine!"



After eighteen months in France - "Right here at home where it's good and quiet, suits me!"



Baby Vampire - "My dear! I'm just crazy excited about my vacation this year. You know last year there wasn't anything to work on but old scarecrows and misfits. But this year! With all the wonders back from the war! Say! It'll be wonderful!"

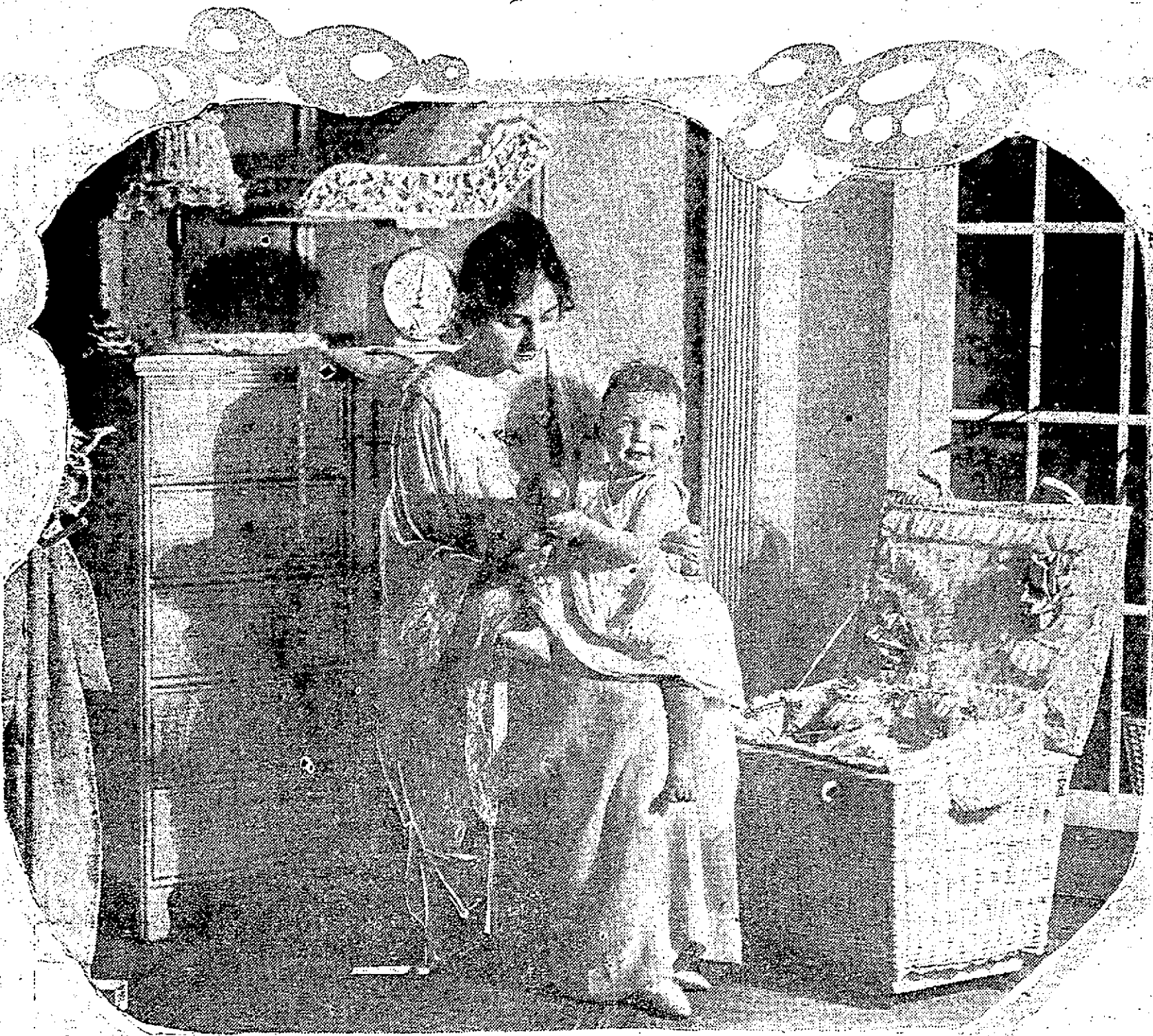
That terrible moment (after you have arrived at the place which you took three months and oodles of fretting to pick) you feel that you have made a great mistake and that everything from the station to the bedroom is punk.



The Unbeliever - "A vacation is hard work in disguise."



"I'm going to run out the little 'Tin Lizzie' and the wife and the kids and I'll start on a week's trip through the country. We've got a tent and we won't have to bother with hotels and what goes with 'em and we don't care where we start or where we stop an -"



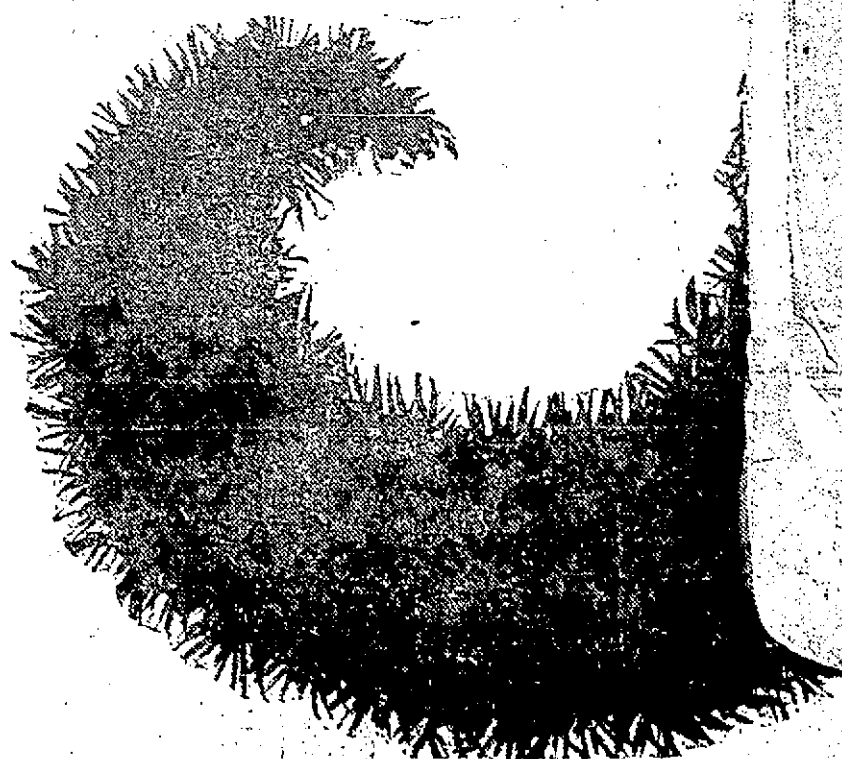
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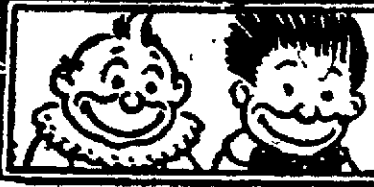
THE "SMALL BLACK
TURBAN" - AND THE
100% EFFICIENT
EYES.



The TOES have it! Paris has decreed that Milady shall saunter hoseless. Divest of silken camouflage her feet brave the breezes. Now there be toes—and TOES! Upon some one may play that merry old game of "this little pig went to market—this little pig stayed at home"—as to wit, with the toes of Mademoiselle Rosebud pictured above. But again, there are other toes equally charming that of a certainty are not to be toyed with however they may provoke. Ah me! However, thoughts are pleasant things and it is a diverting world even if the peace tables does tip now and then.

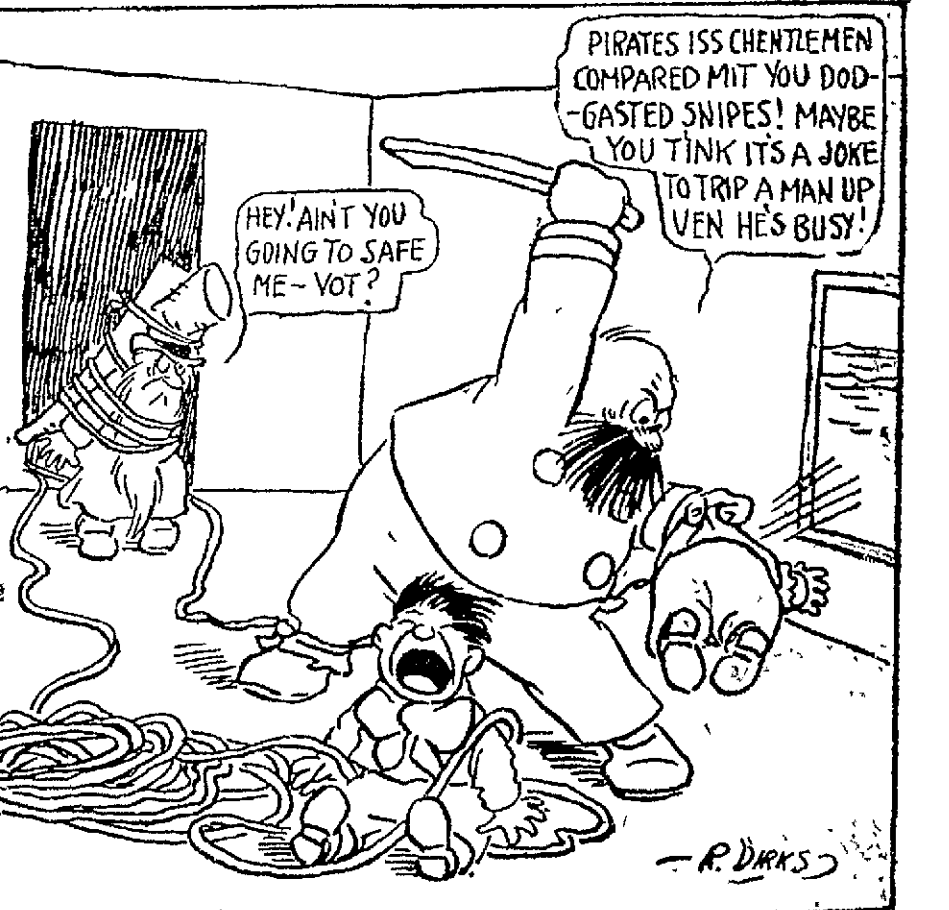
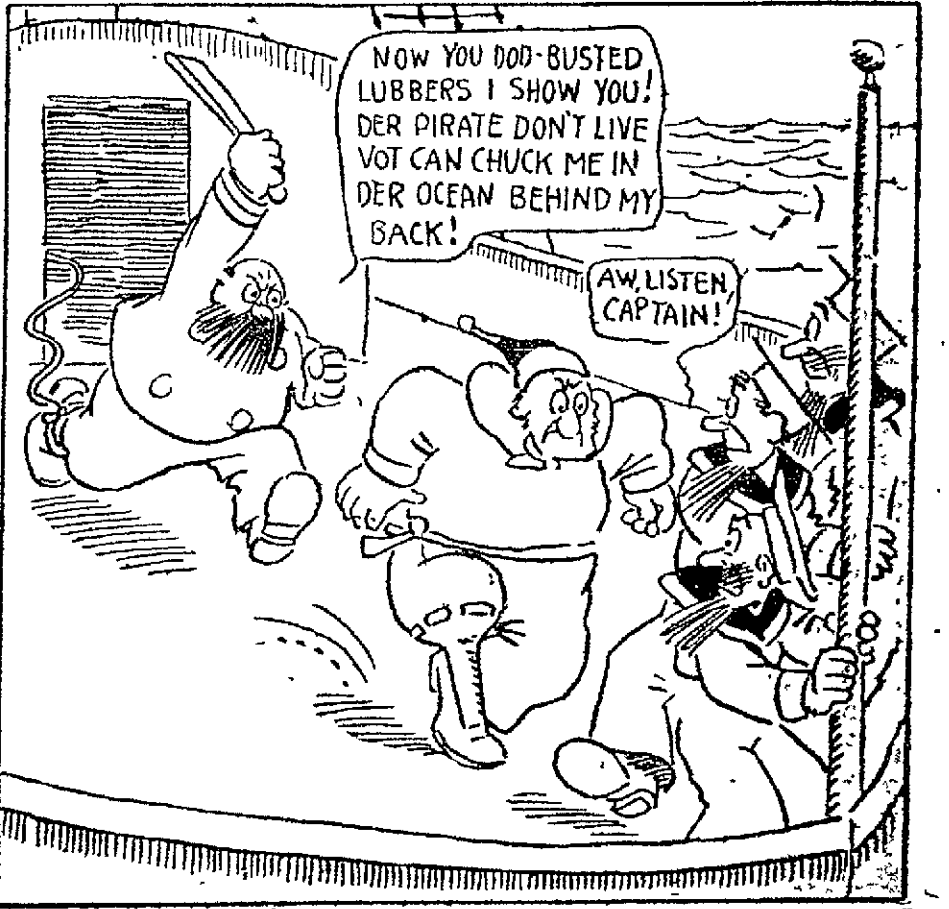
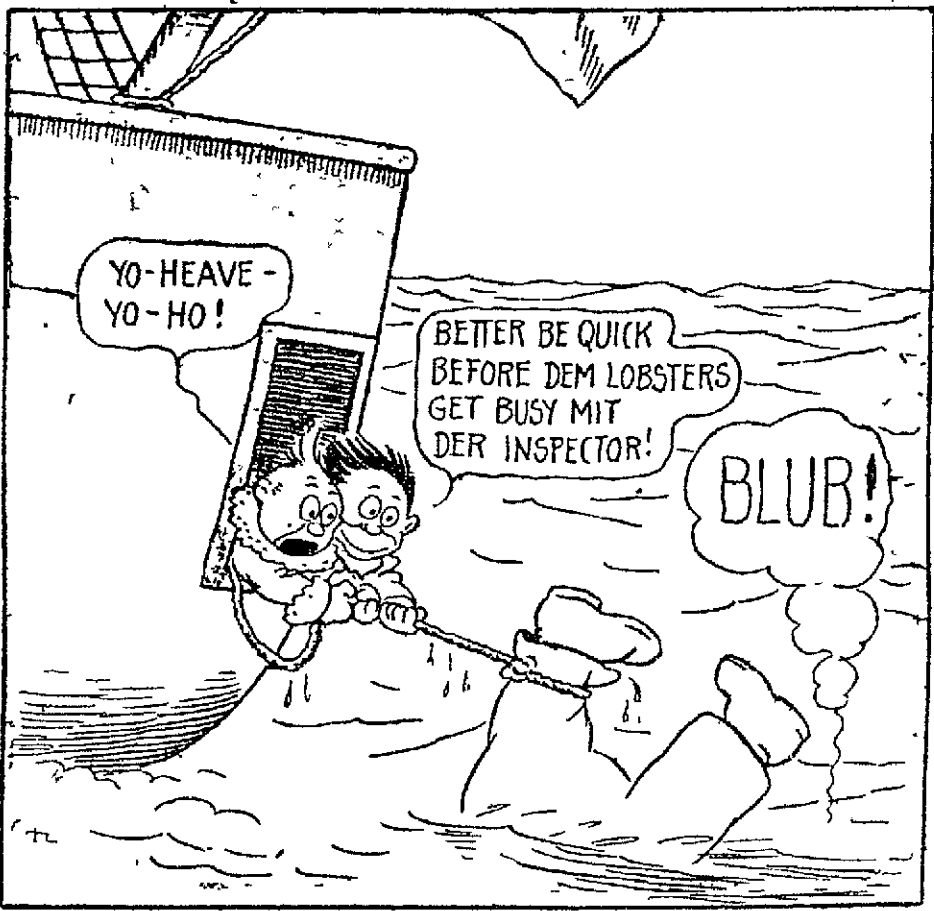
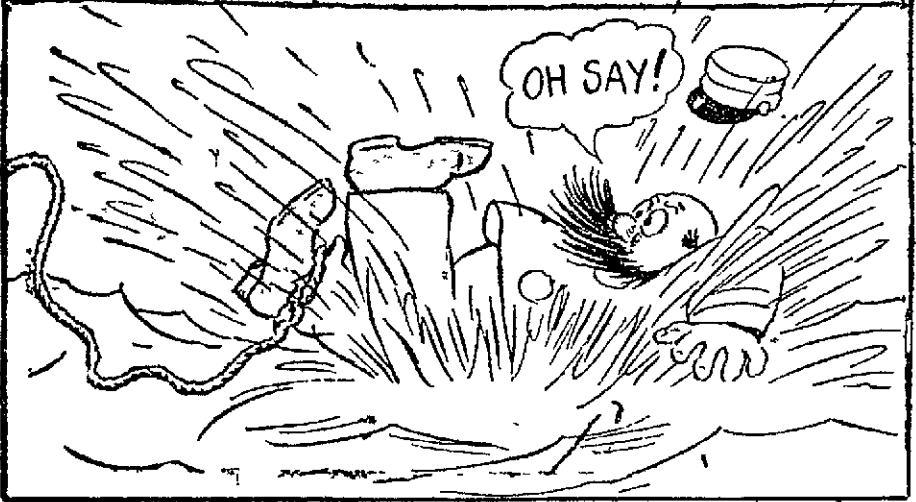
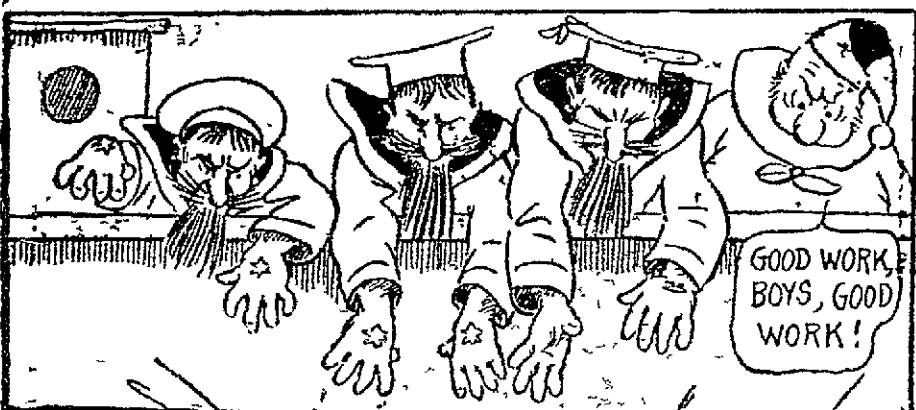
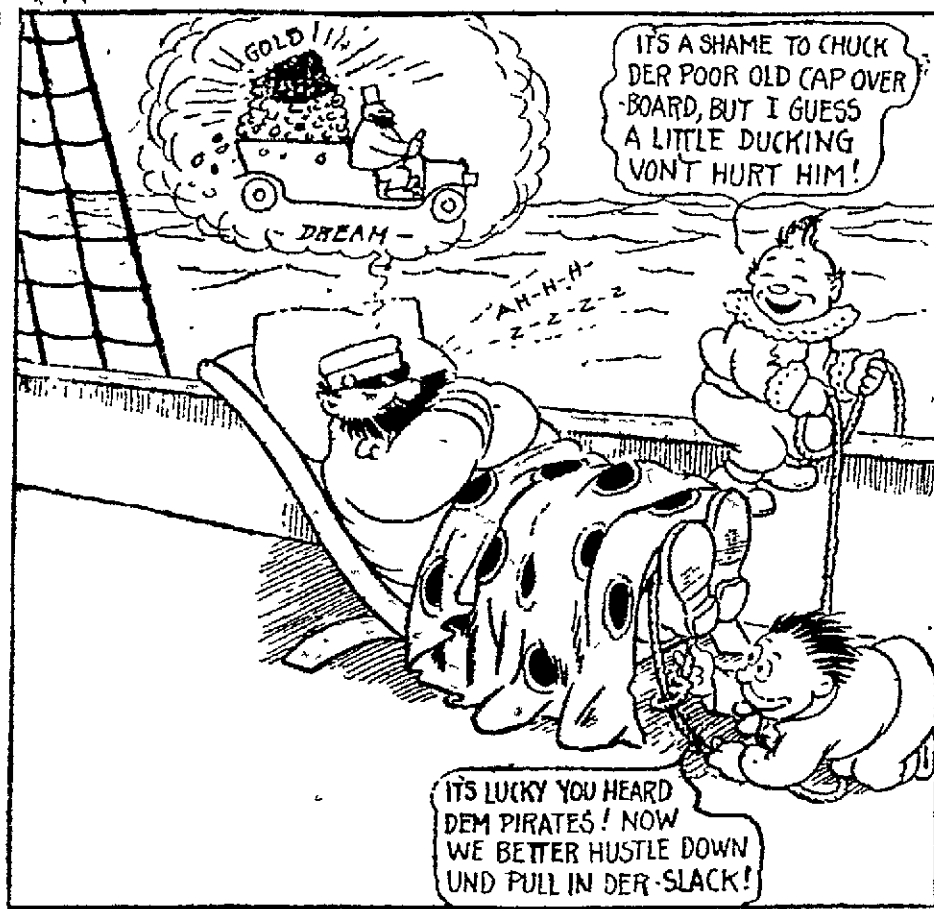


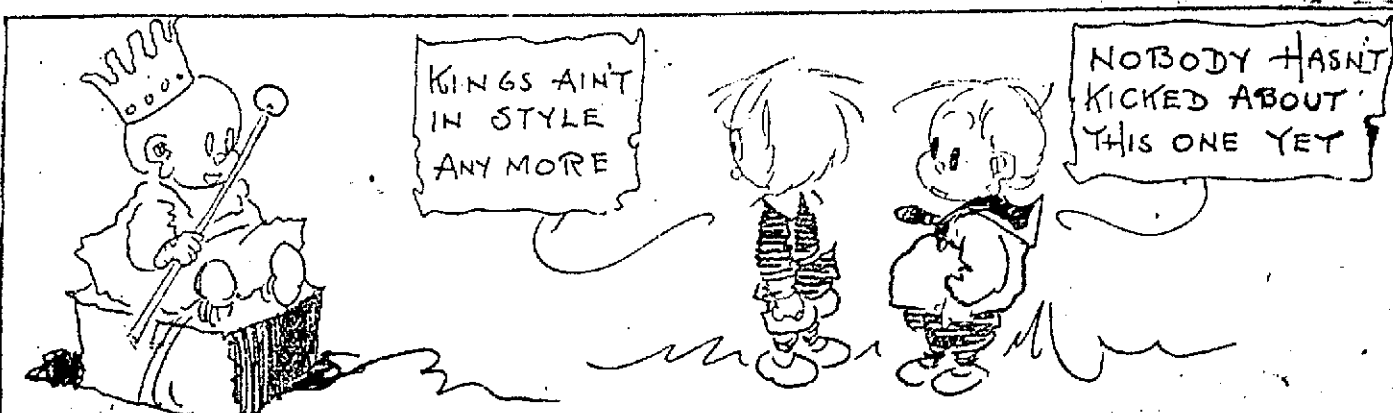
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THE KATZIES

Der Captain Finds Two Things
Worse Than Pirates.

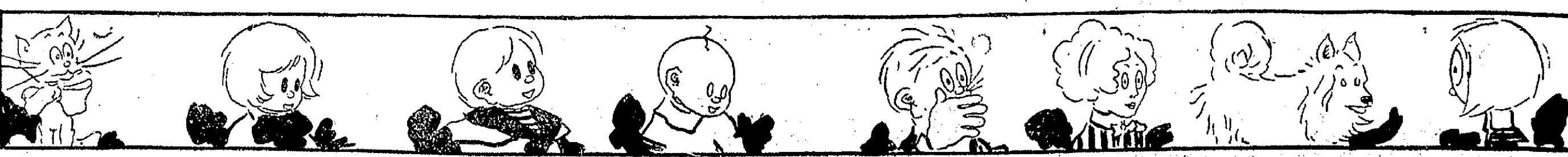
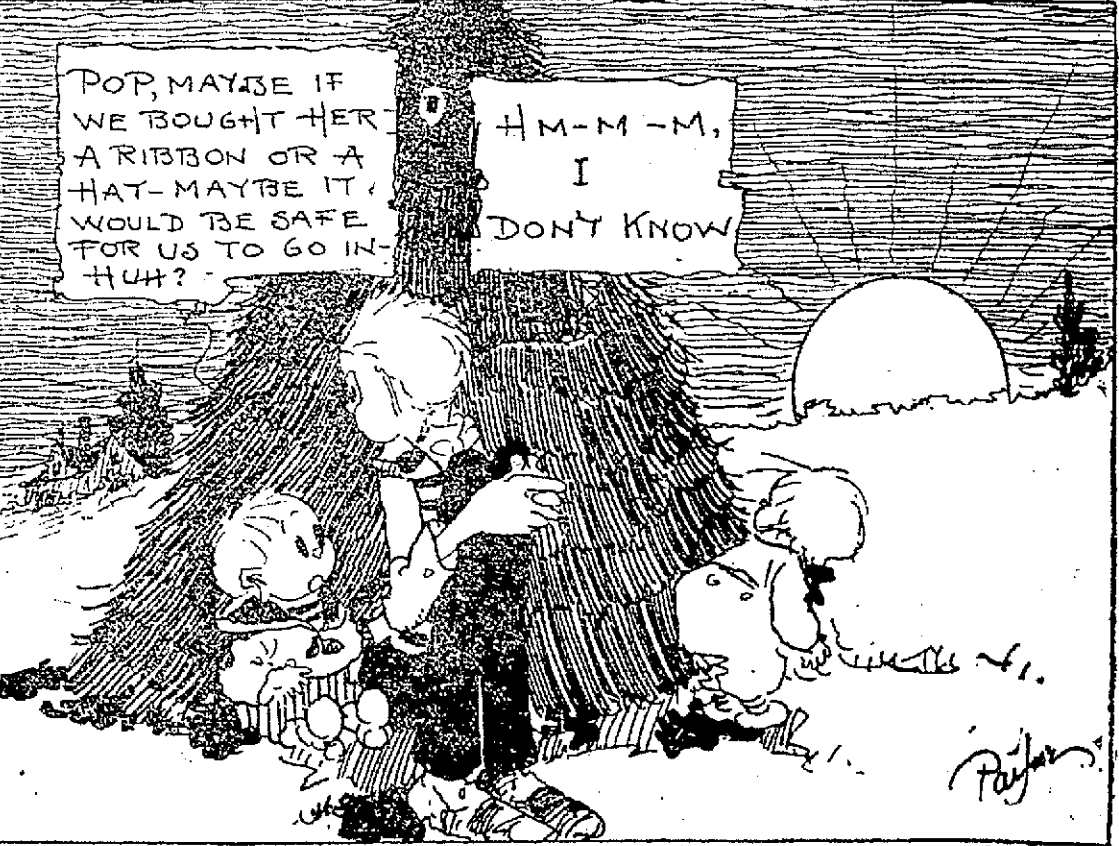
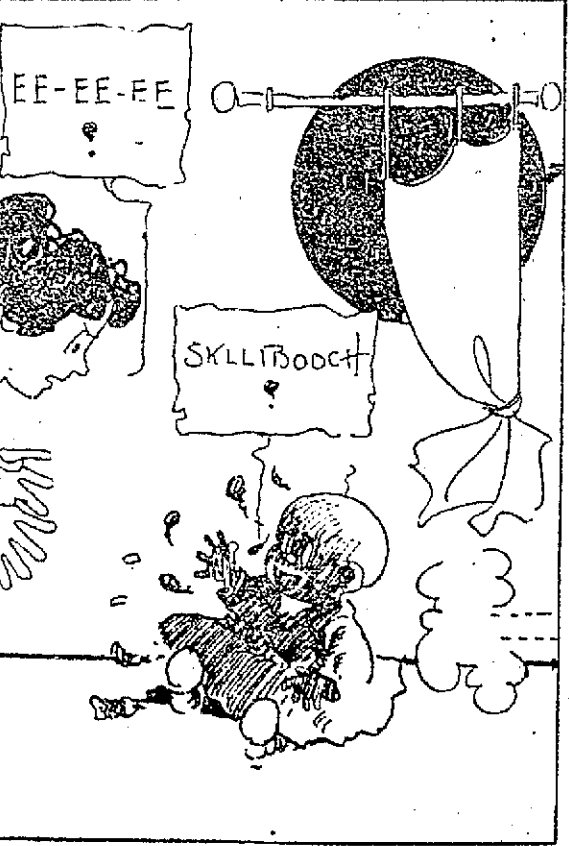
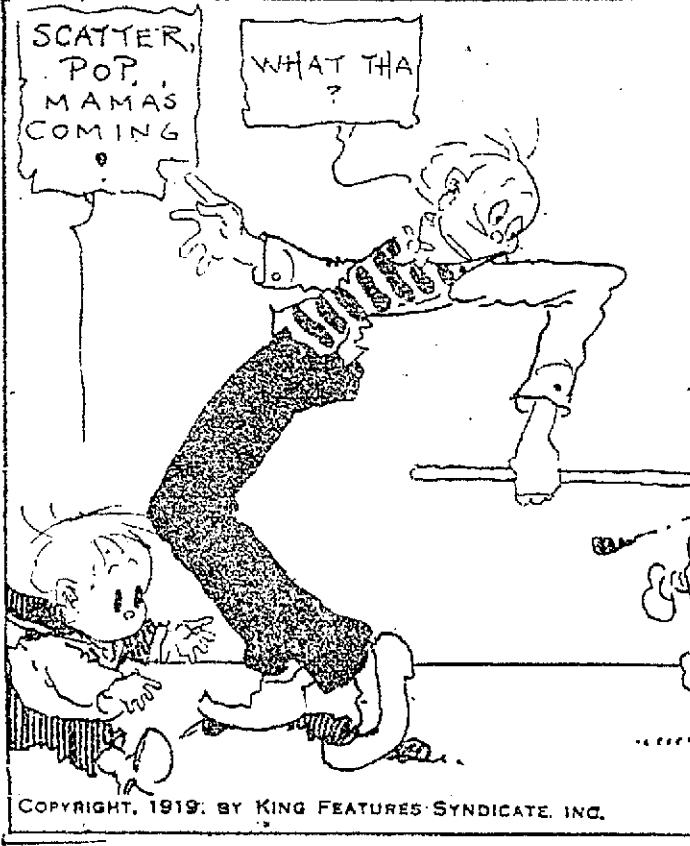
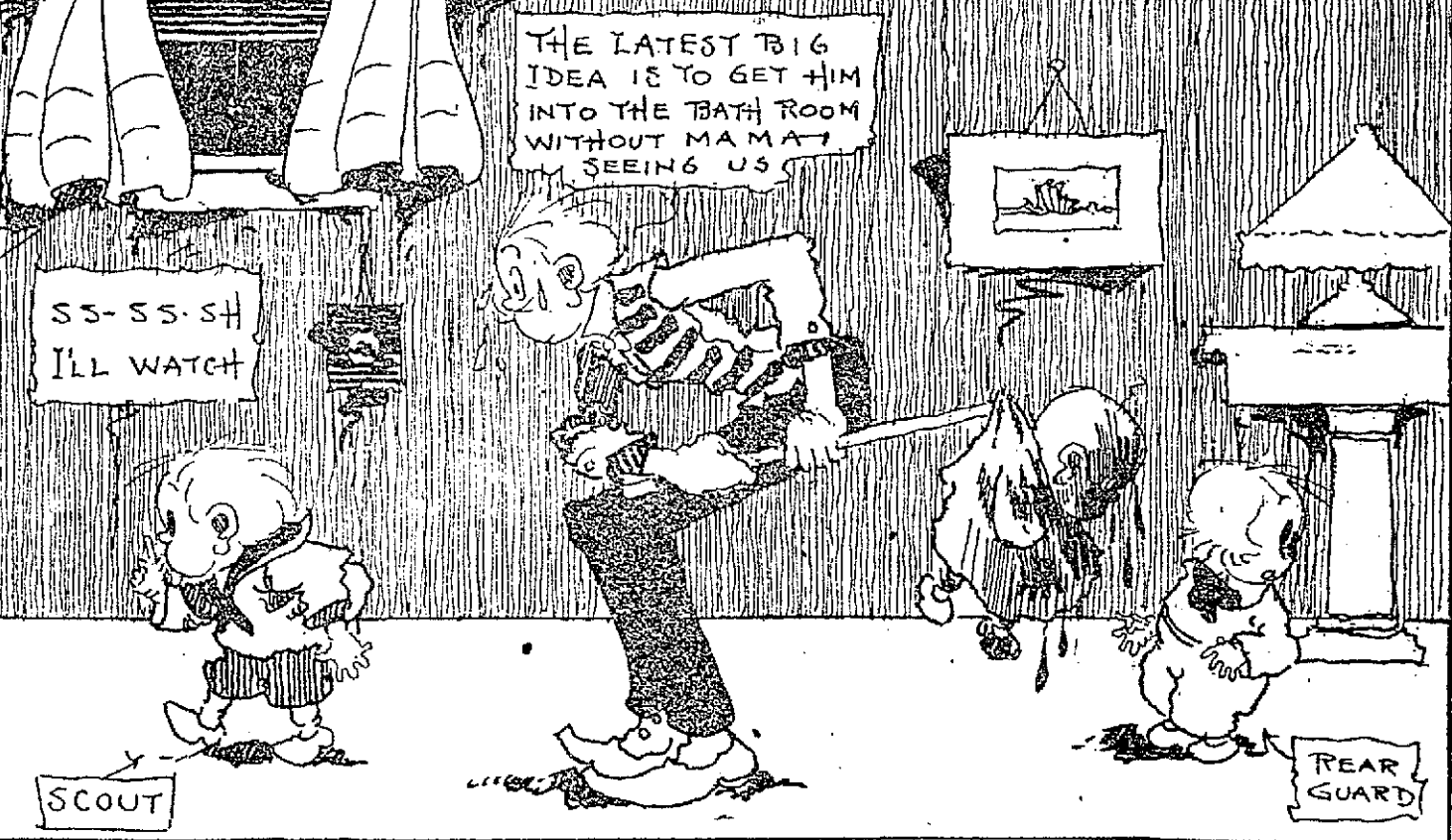
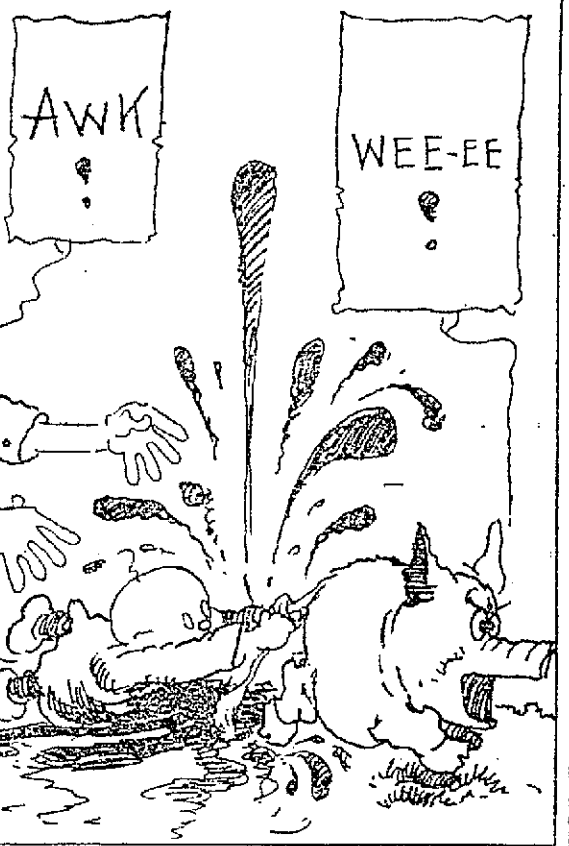
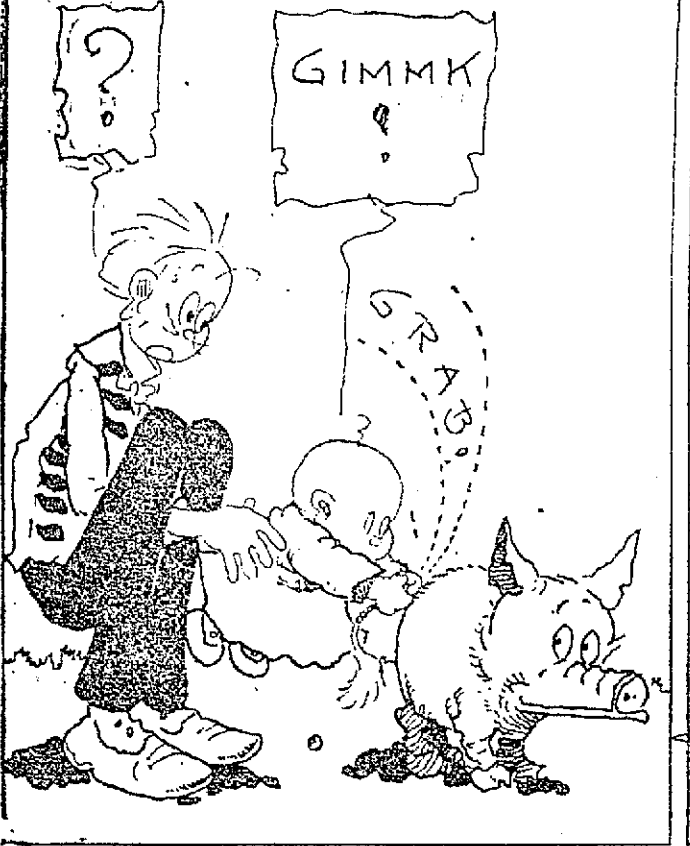
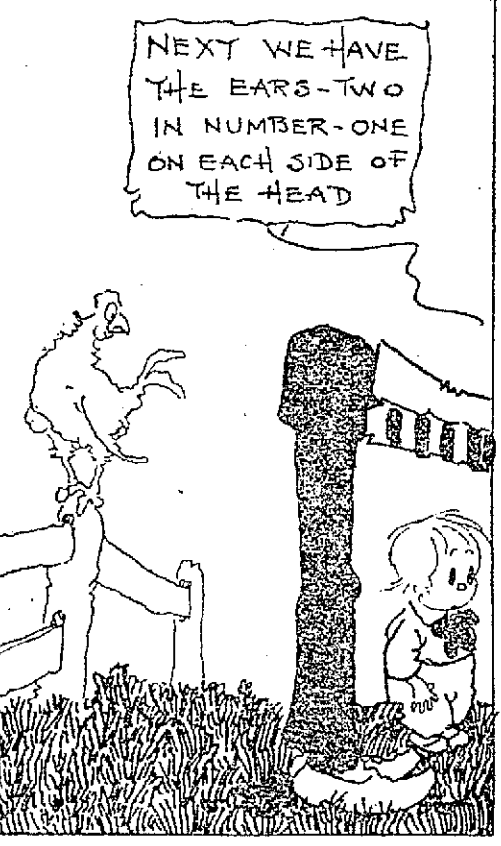
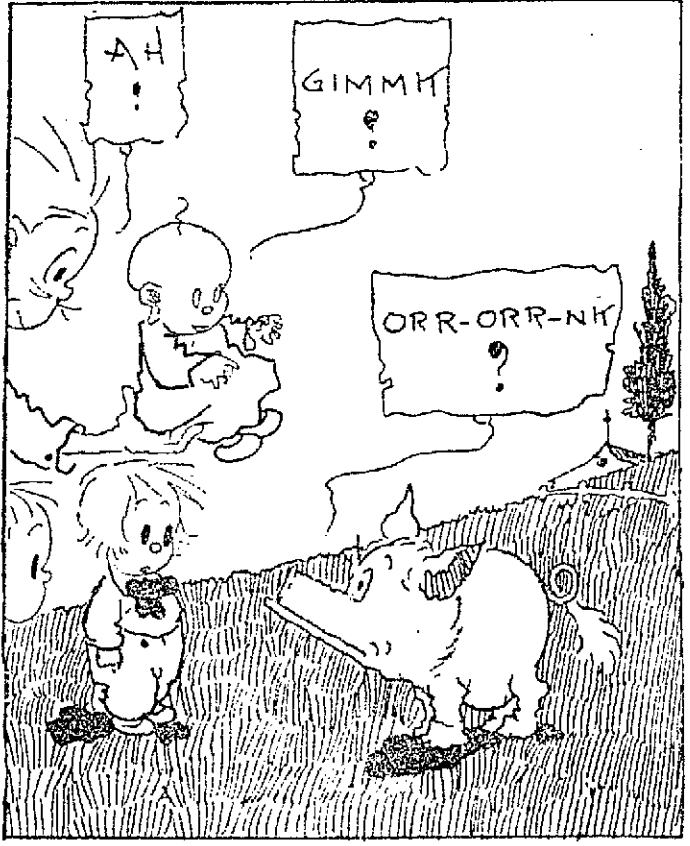
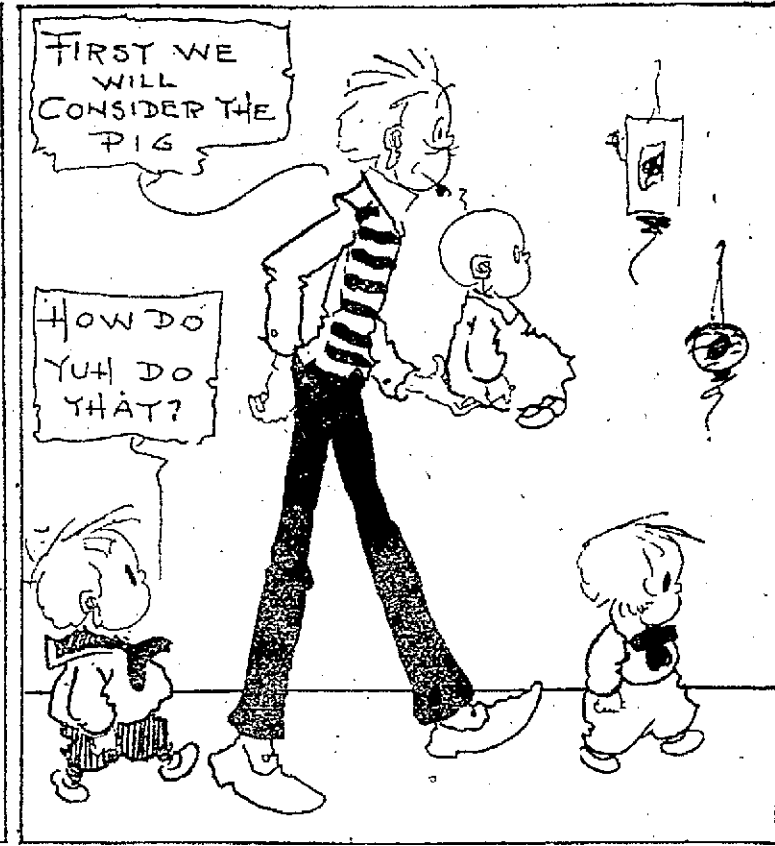
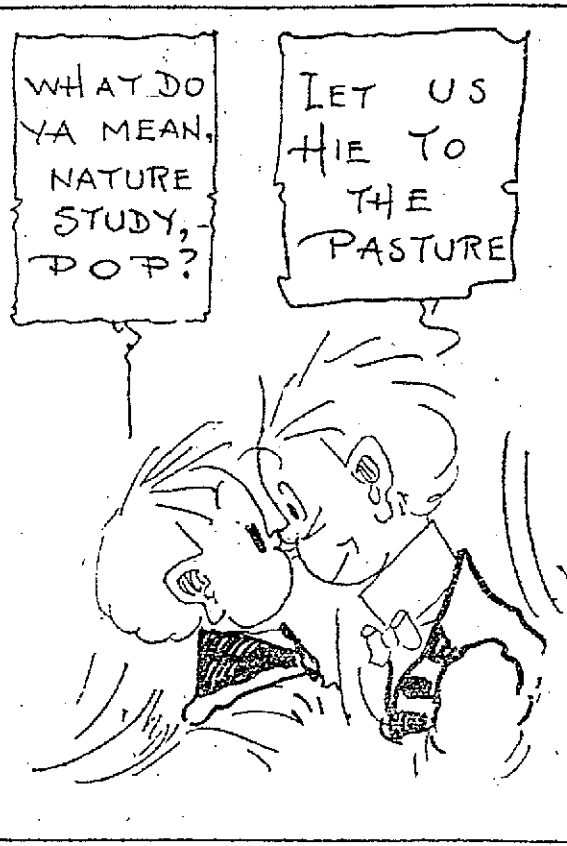
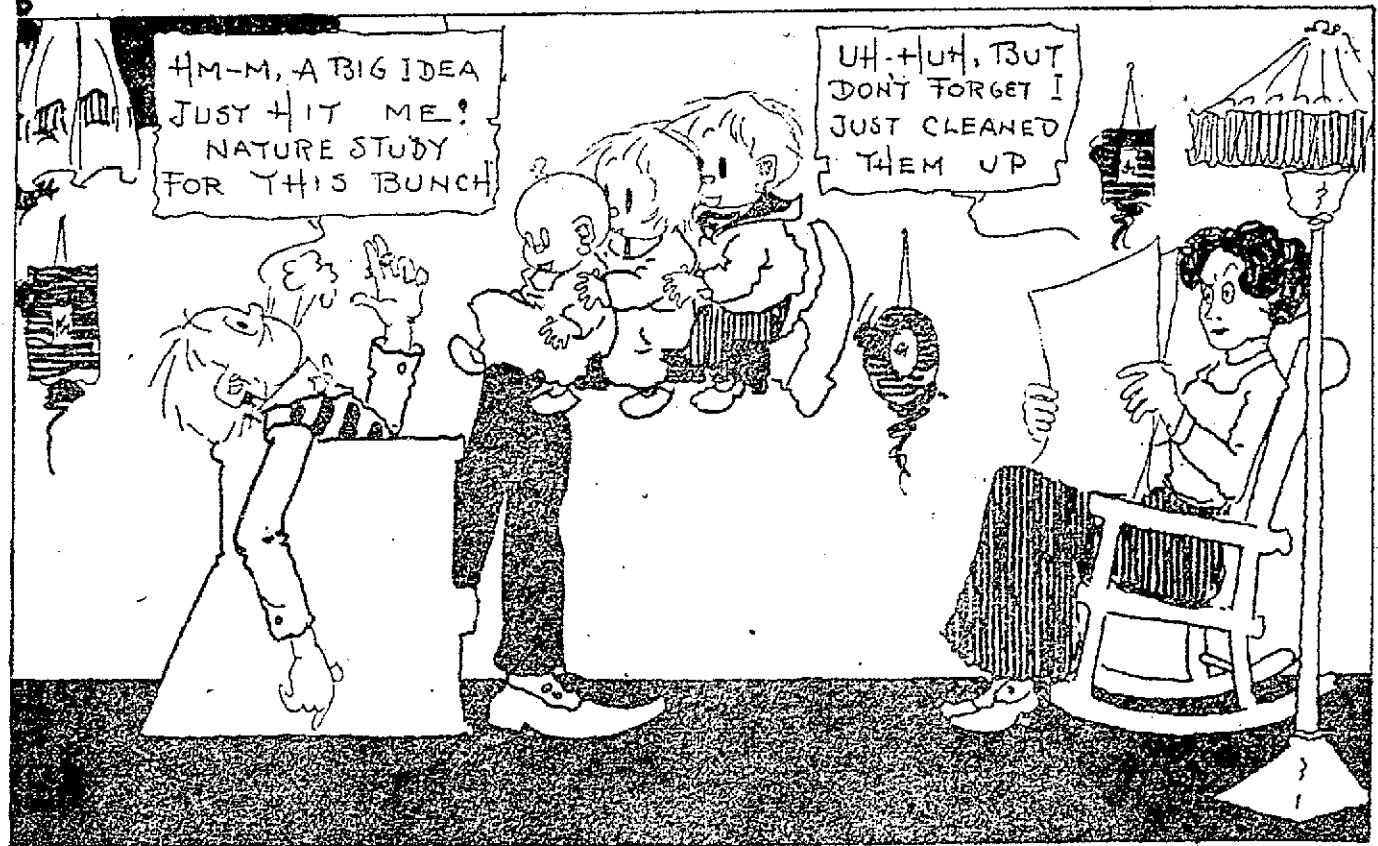




Say, Pop!

Old Timer Gives a Real Lesson in Nature Study.

By C.M. PAYNE



BOBBY MAKE-BELIEVE

YES IT LOOKED AS IF SPIKE HAD DESERTED HIM



AW GEE WHIZZ, SPIKE! HERE COMES ADOLPH THE BUTCHER BOY. I'M NOT GOIN' TO STAY

SUITS ME. I'LL BEAT IT TOO.



SO YOU DON'T CARE FOR MY SOCIETY AN' ARE GOIN' TO RUN AWAY HEY? HERE, TAKE SOME MUD ALONG, RUNT!



IF ONLY SPIKE HAD STUCK WITH ME WE COULD HAVE PLASTERED HIM AN' MADE HIM BEG. SPIKE NEVER TURNED ME DOWN BEFORE



GEE, WE COULD GET BACK AT ADOLPH RIGHT - BUT WHAT YOU GOIN' TO DO IF YOUR BEST PAL DITCHES YOU? FIRST TIME SPIKE WAS EVER YELLOW. WELL IF HE'S GOIN' TO LEAVE ME IN THE LURCH HE'S NO FRIEND OF MINE!



SAY, I'M OFFA YOU! I TOOK ALL THE PUNISHMENT AN' YOU BEAT IT LIKE A SCARED CAT. IF YOU'D STUCK WITH THE SHIP WE'D HAVE FIXED HIM PLENTY!



LISTEN BO! YOU THINK I'D GIVE YOU THE GO-BY? YOU GOT ME WRONG. I'M FOR YOU HARD AN' HEAVY. AN' IF YOU THINK I SLIPPED YOU THE MIT YOU COME WITH ME AN' I'LL GIVE YOUR EYES A TREAT SEE?

WHY, WHAT DID YOU DO?



LOOK AT HIM CHAWIN' RAW BEEF!

WHEN I KETCH THEM KIDS I'LL SKIN 'EM FOR TYIN' MY CLOTHES!



LISTEN, SPIKE, I HAD YOU WRONG, ALL RIGHT. WHEN I GET BIG I'M GOIN' TO BE A MILLIONAIRE AN' I'M GOIN' TO GIVE YOU AN AUTOMOBILE AN' A YACHT.

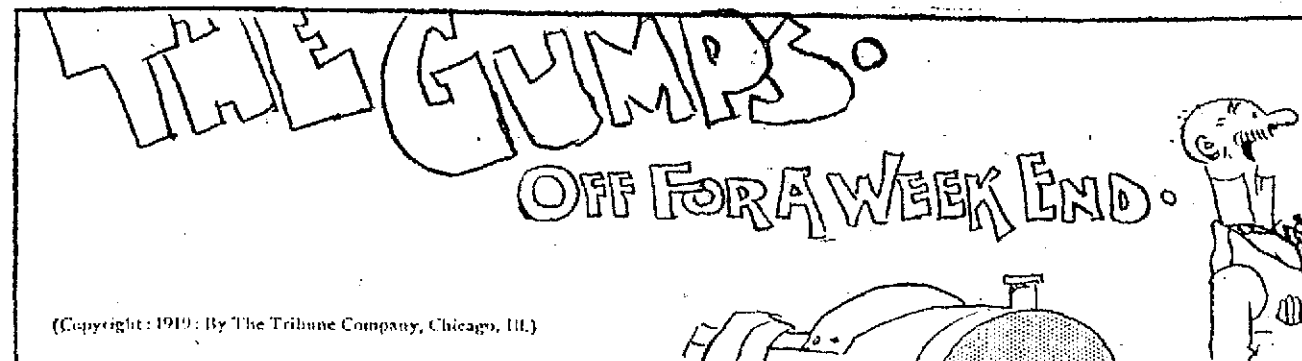
THANKS. BUT I'D JUST AS LEAVE YOU'D GIMME AN ICE CREAM SODA TODAY IF IT'S ALL THE SAME WITH YOU

THE GUMPS

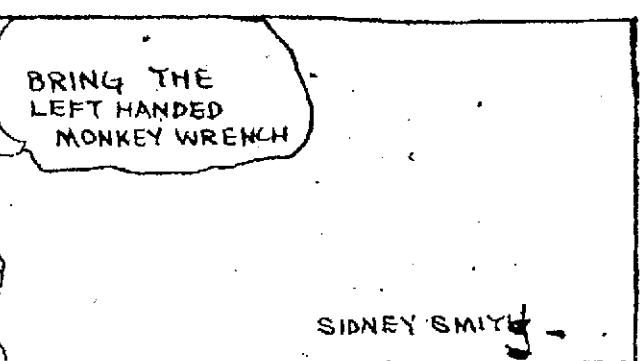
OFF FOR A WEEK END.

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SIDNEY SMITH




BRING THE LEFT HANDED MONKEY WRENCH



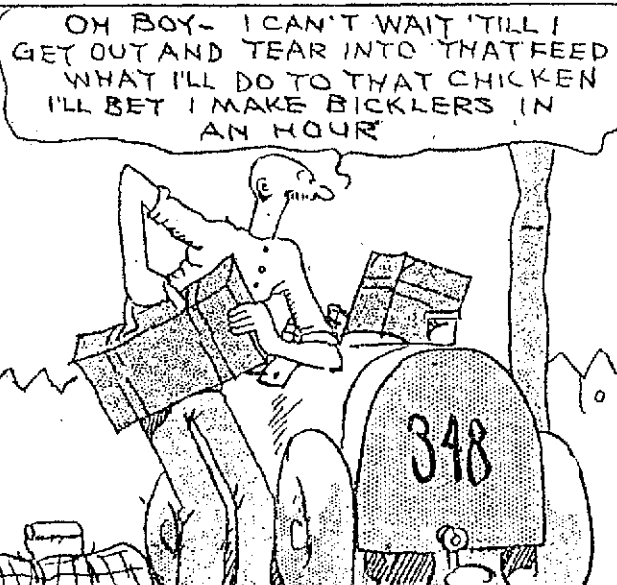
BE CAREFUL OF THE SANDWICHES CHESTER - RUN AND ASK PAPA IF HE LOCKED THE BASEMENT DOOR

CAN I HAVE A COONIE WHEN WE GET IN THE CAR?




WELL THERE ARE THREE BASKETS OF LUNCH - THAT OUGHT TO KEEP US FROM STARVING


THAT'S RIGHT - HURRY UP NOW LET'S GET AN EARLY START - WE OUGHT TO HAVE BEEN OUT OF HERE AN HOUR AGO



OH BOY - I CAN'T WAIT 'TILL I GET OUT AND TEAR INTO THAT FEED WHAT I'LL DO TO THAT CHICKEN I'LL BET I MAKE BICKLERS IN AN HOUR




WAIT - I FORGOT TO BRING THE HAMMOCK AND THE PICKLES. I THINK I'LL TAKE MY BATHING SUIT ALONG



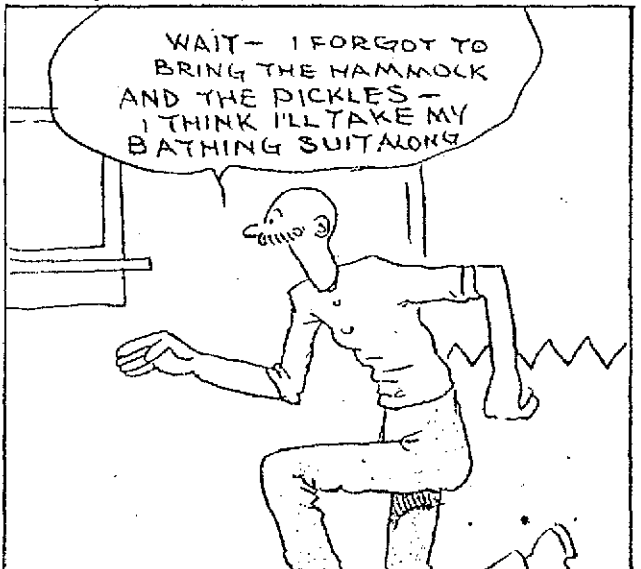
I DON'T KNOW WHERE WE'LL PUT ALL THIS TRUCK

OH MINI! RUN AND GET THE CAMERA



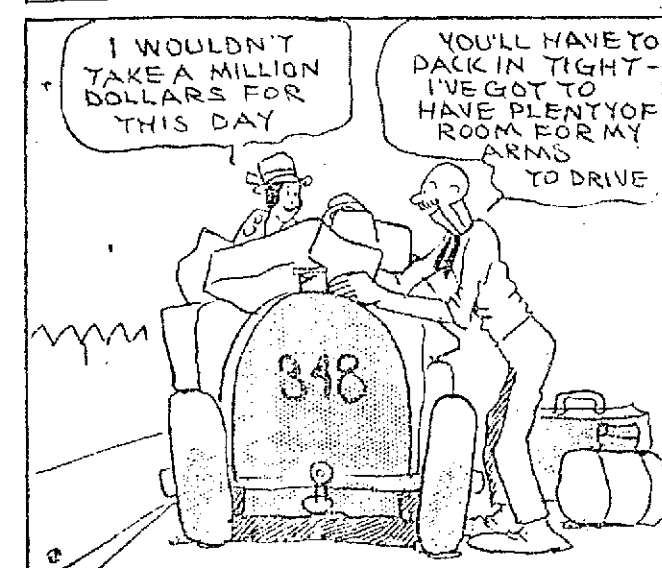
WELL HAVE YOU GOT EVERY THING NOW? YOU BETTER TAKE PLENTY OF WRAPS - THE NIGHTS ARE COLD NOW

OH! MY POCKET BOOK - I LEFT IT IN MY DRESSER DRAWER




WELL - ARE YOU ALL READY? LET'S GO -

NOW WHATEVER YOU DO - DRIVE SLOW THIS TIME - SO WE CAN ENJOY OURSELVES



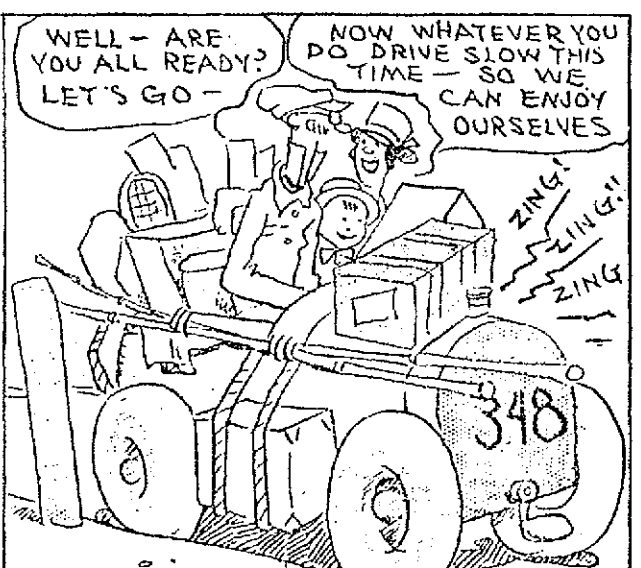
I WOULDN'T TAKE A MILLION DOLLARS FOR THIS DAY

YOU'LL HAVE TO PACK IN TIGHT - I'VE GOT TO HAVE PLENTY OF ROOM FOR MY ARMS TO DRIVE



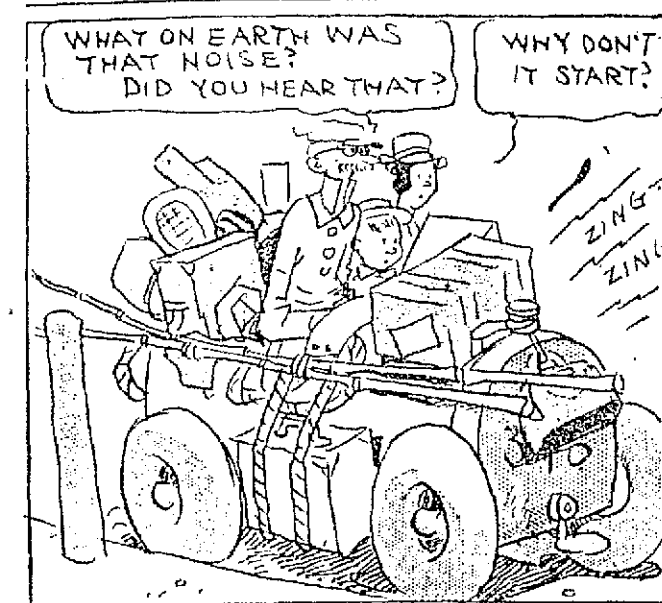
OH CHESTER! I'M SO AFRAID YOU'LL FALL OUT WHEN WE TURN THE CORNERS - I DON'T KNOW HOW WE'LL EVER GET OUT OF HERE

TAKE THIS GRIP UP AND LET CHESTER HOLD IT ON HIS LAP



WHAT ON EARTH WAS THAT NOISE? DID YOU HEAR THAT?

WHY DON'T IT START?



OH FUDGE - YOU'LL ALL HAVE TO GET OUT - THE WHOLE AXLE'S FALLEN OFF AGAIN - WE'LL HAVE TO STAY HOME



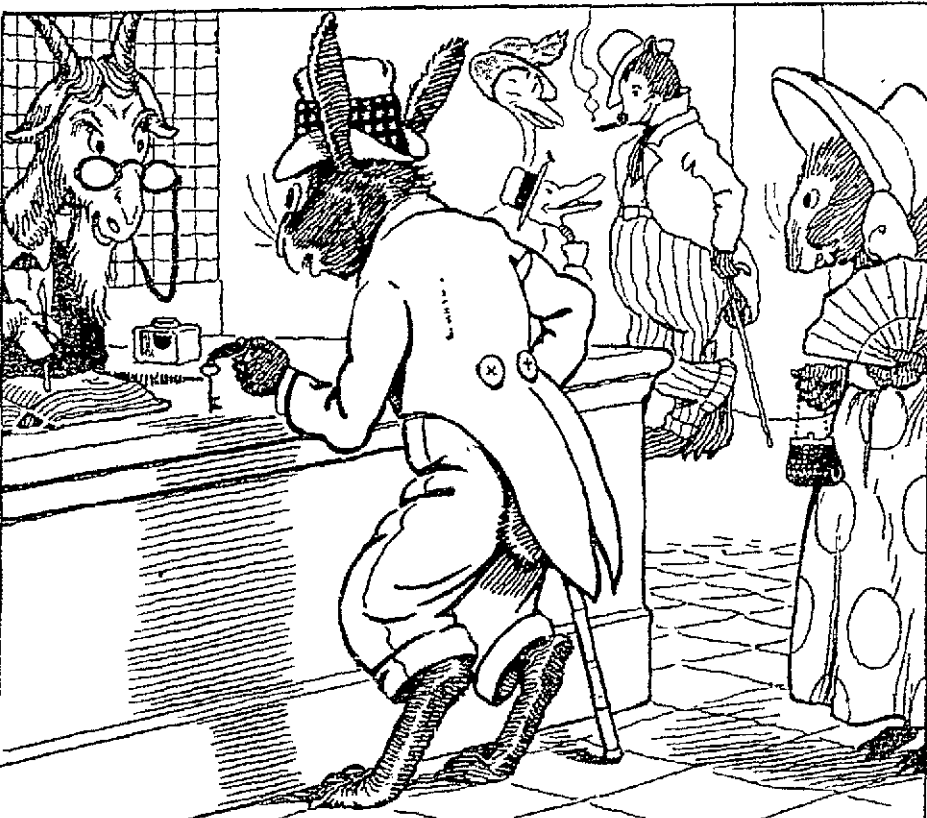
Uncle Wiggily's Adventures

Copyright, 1919, by the McClure Newspaper Syndicate

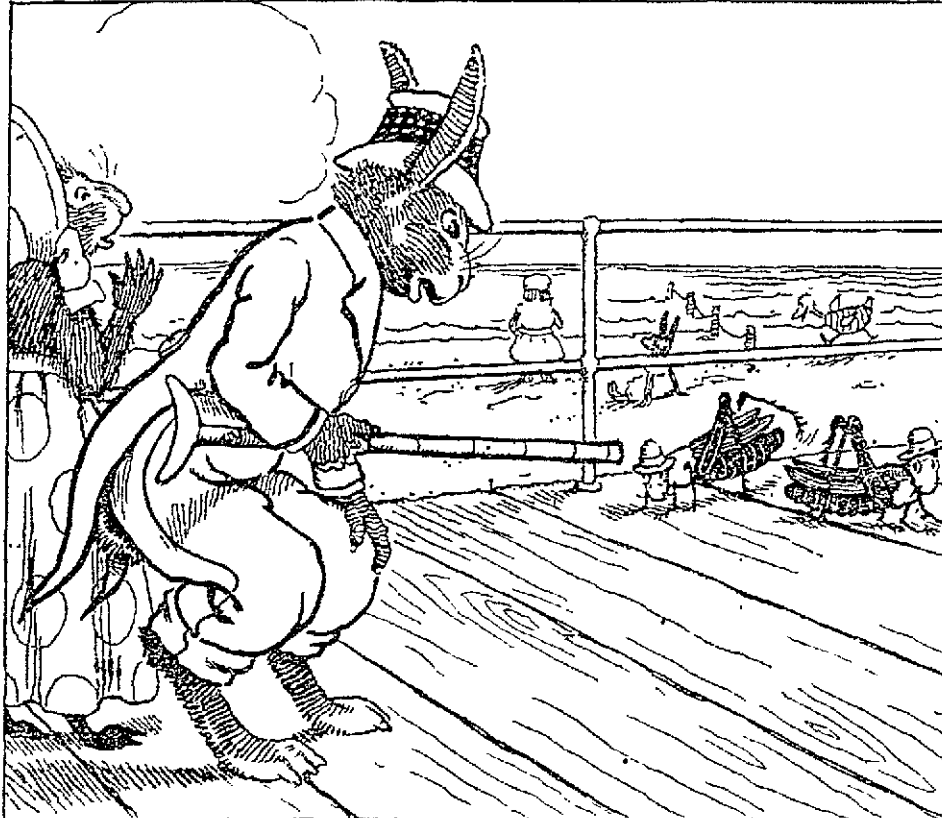
Trade-Mark Registered

UNCLE WIGGILY HELPED THE SAND-HOPPERS AT THE SEASHORE.—SEE WHAT THE SAND-HOPPERS DID TO THE FOX!—BUT IT SERVED HIM RIGHT!

Text by HOWARD R. GARIS
Author of the Famous UNCLE WIGGILY BEDTIME STORIES
Pictured by LANG CAMPBELL



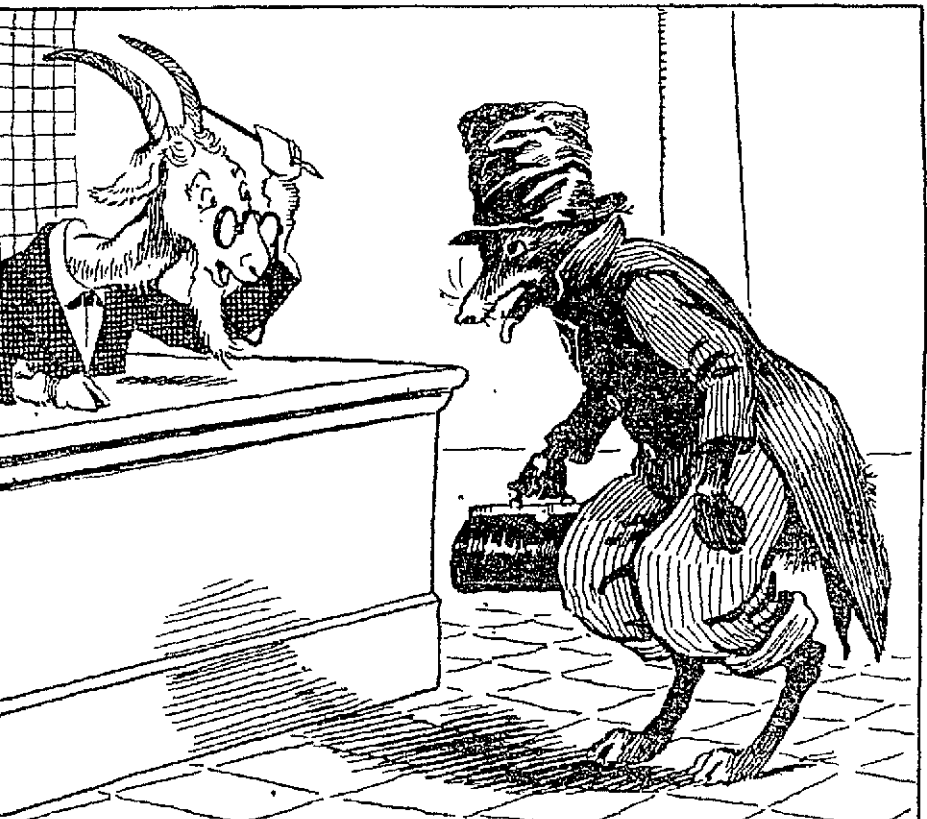
"You are not going away, I hope, Uncle Wiggily," said the nice gentleman goat clerk at the hotel, as Mr. Longears, the rabbit gentleman, and Nurse Jane Fuzzy Wuzzy, his muskrat lady housekeeper, came down stairs and stopped at the desk. "Oh, no," answered the bunny, as he twinkled his pink nose. "Nurse Jane and I are just going out on the board walk, to see how fast it can run. If any of my friends should call, send them out to meet me." The goat gentleman said he would.



"Isn't it nice that you can spend your summer vacation down here at the seashore?" asked Nurse Jane, as she and Uncle Wiggily strolled along the board walk. "Do you expect any of your friends down to visit you?" Uncle Wiggily said he thought perhaps Dr. Dossam might happen to come down for the week-end. And then the rabbit gentleman heard a cry for help! "Oh, look, Nurse Jane!" exclaimed Mr. Longears. "Two poor Sand Hoppers are caught in cracks in the board walk! I must help them to get loose!"



"There you are!" cried Uncle Wiggily, as he got one Sand Hopper loose from the crack in the board walk, and started to help the other, using his red, white and blue striped rheumatism crutch. "I'll soon have you both saved!" Nurse Jane fanned the first Sand Hopper, who said: "It is very good of you, Uncle Wiggily, to help my brother and me. Perhaps, some day, we may be able to do a favor for you." Uncle Wiggily said not to mention such a little thing as that. "Accidents will happen." Billie Wagtail, the goat boy, came running along.



"Is Uncle Wiggily Longears stopping at this hotel?" asked the bad old fox, as he sneaked up to the desk. "Oh, yes, you are Dr. Possum, aren't you?" exclaimed the goat gentleman clerk, as he scratched his left horn with a pen. "Yes, Uncle Wiggily is here. He is out on the board walk. He wants you to meet him." The fox, who had dressed up to look like Dr. Possum, hiding his big tail under his coat, said he'd go out and get Uncle Wiggily. And the bunny didn't know anything like this was going to happen.



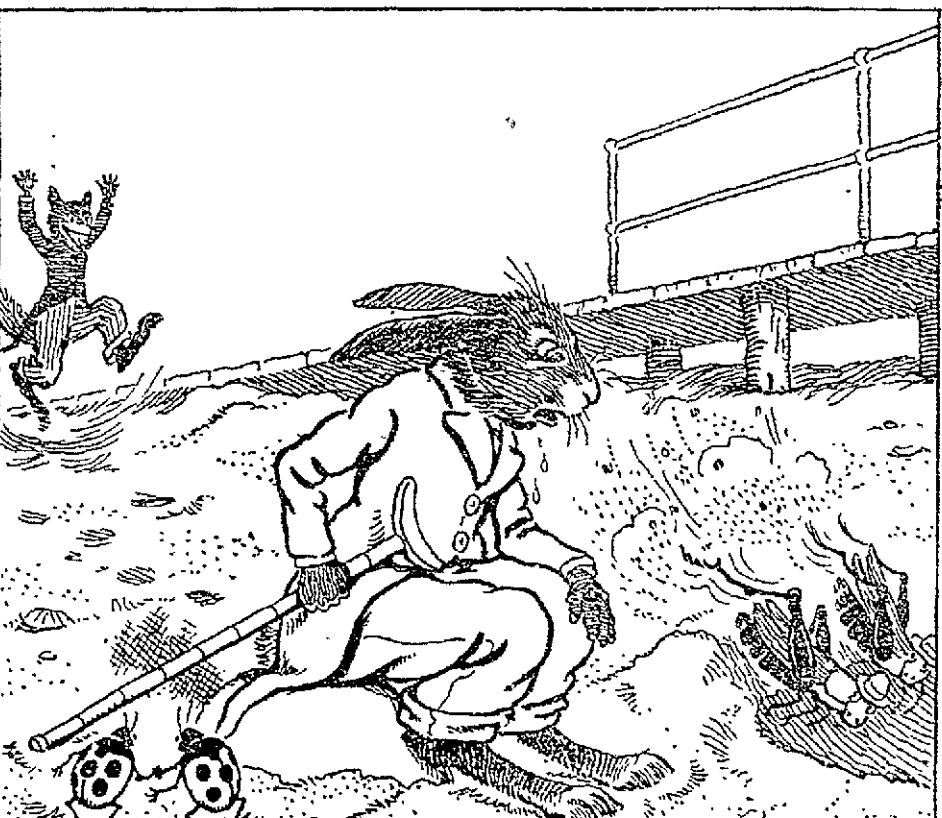
"I just bought this new kite, Uncle Wiggily," said Billie Wagtail, the goat boy, as he fastened the end of a string to his play-toy. "I was hoping you'd show us how to fly it, but when I saw you helping the Sand Hoppers I thought maybe you wouldn't have time." Uncle Wiggily laughed and said: "Oh, I always have time to fly a kite now and then. Billie, and it didn't take me long to help the Sand Hoppers. We should always try to be kind." The old fox, dressed like Dr. Possum, smacked his lips, hungry like.



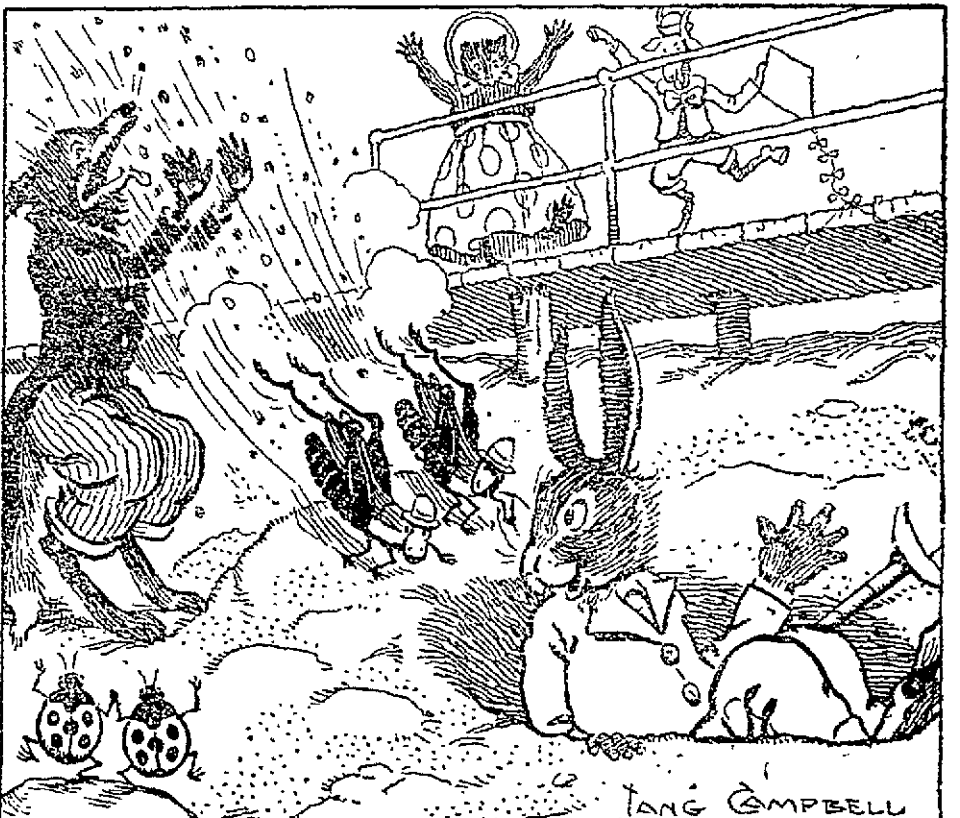
"Look out, Uncle Wiggily! Look out!" cried the two brave Sand Hoppers. "This isn't your friend Dr. Possum at all, though it looks like him. This is the bad fox! I skipped over his head and knocked off his tall hat," said one Hopper. "And I bit him on the leg and made him drop his big tail from where he had it hidden under his coat," said the other Hopper. "Oh, I'll get you yet, Uncle Wiggily!" howled the fox, as he got ready to chase the bunny rabbit. The fox was very much kerslostrated because his trick was found out.



"Skip along, Uncle Wiggily! Skip along!" cried the Sand Hoppers, as they each took hold of the bunny rabbit, one on either side, and helped him jump along the beach. "Is the fox still chasing after me?" asked the bunny rabbit. "Yes, indeed!" said the largest Sand Hopper. "But we won't let him get you. You did us a favor and now we'll try to do one for you." Uncle Wiggily said that was very kind of the Sand Hoppers. "That bad old fox must have heard I was at the seashore, and followed me here," said the rabbit gentleman, as he hurried on.



"I guess you'll have to run away and let the old fox get me," sadly said Uncle Wiggily, as he sank down on a rock near the ocean waves. "I can't take another jump!" The two brave Sand Hoppers, making their hind legs go as fast as an automobile, said: "No, indeed, we will not leave you, Uncle Wiggily. We'll save you from the fox. We are going to dig a big hole here in the sand, and you can hide in it. We'll have the hole dug before the fox catches up to us!" But on came the bad fox, more hungry for souse than ever. "Wow! Wow!" he cried.



"Are you all right there in the cave, Uncle Wiggily?" called one Sand Hopper. "Yes, indeed, I'm very comfortable, thank you," answered the rabbit gentleman. "Is the fox there?" The Sand Hoppers said he was. "But he won't stay there long!" they shouted, and then, with their limber hind legs they sent a regular shower of sand in the eyes and nose and mouth of the bad fox. "Run away from here and let Uncle Wiggily alone!" said the Sand Hoppers. "Oh, I'll run! I'll run!" howled the fox. "I guess I made a mistake this time!" And so he did.

And if the goldfish doesn't hide in the canary-bird's cage with the rice pudding when they're playing tag, the next pictures and story will be about UNCLE WIGGILY AND HIS MOTOR-BOAT.